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Vol. VI

TRANSCRIPT OF RECORD

(VOL. IV OF EXHIBITS)

Supreme Court of the United States

OCTOBER TERM, 1940

No. 594

UNION PACIFIC RAILROAD COMPANY, A CORPORATION; CITY OF KANSAS CITY, KANSAS; DON C. McCOMBS, FRANCIS BLAKE AND GEORGE T. DARBY, COMMISSIONERS, ETC., ET AL., APPELLANTS,

vs.

THE UNITED STATES OF AMERICA, THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, ET AL.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE WESTERN DISTRICT OF MISSOURI

FILED NOVEMBER 23, 1940.

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VOL. VI

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JUDD & DETWEILER (INC.), PRINTERS, WASHINGTON, D. C., FEBRUARY 10, 1941.

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[fol. 2991] PLAINTIFF'S EXHIBIT No. 271

Bernice Jackson

April 29, 1940

Interstate Commerce Commission

Bureau of Valuation

Land Section

Appraisal of Lands Connected With The Kansas City, Kansas, Food Terminal.

As of March 31, 1940

John E. Hopkins, Appraiser.

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Interstate Commerce Commission

Bureau of Valuation

Land Section

Appraisal, as of March 31, 1940, of Lands Connected With the Kansas City, Kansas, Food Terminal.

Scope of Appraisal

The lands appraised herein consist of: (a) areas on the Public Levee owned by the City of Kansas City, Kansas, used as the Kansas City, Kansas, Food Terminal; (b) areas owned by the City of Kansas City, Kansas, leased to and used by the Union Pacific Railroad Company or jointly by the Union Pacific Railroad Company, and the Missouri Pacific Railroad Company, as a part of the Food Terminal, and, (c) areas owned by the Union Pacific Railroad Company and used, or to be used, as a part of the Food Terminal.

Method of Appraisal

This appraisal follows the methods employed by the Interstate Commerce Commission in valuing the lands of common carriers under Section 19-A of the Interstate Com- [fol. 2993] merce Act and conforms with the decision of the Supreme Court of the United States in Minnesota Rate Case, 230 U. S. 352.

This method is similar to that approved by the Supreme Court of Missouri in School District of Kansas City v. Land Improvement Company, 297 Mo. 332 and Hewitt v. Price, 204 Mo. 31.

Description of Lands Appraised

The Food Terminal is located on the Public Levee owned by the City of Kansas City, Kansas. The Levee is bounded on the south by the Kansas River; on the east by the Missouri River; on the north by the refinery of the Phillips Petroleum Company, in the Fairfax Industrial District; and on the west by the yards and tracks of the Missouri Pacific, Union Pacific, and Chicago Great Western Railroads. West of these carriers is a small industrial district fronting on Third Street, and west of this is a poor class of residential property up to the business district of Kan-

sas City, Kansas. The main retail section of the city is along Minnesota Avenue, from Fourth Street westerly. The peak of values for this retail district is at the corners of Sixth or Seventh Streets and Minnesota Avenue.

The Public Levee contains an area of approximately 102 acres. Up to about 1936 the area in the Public Levee was low, wet, and in part, used as a public dumping ground.

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In 1936 the City started the filling of the Public Levee. [fol. 2993½] This work was completed about October, 1937, and approximately 858,000 cubic yards of fill was placed thereon. The entire levee is now filled with the exception of that part along the harbor line where the United States Government (War Department Engineers) is now constructing a new dyke, and except that part of the levee along Jersey Creek, west of Minnesota Avenue, where the Government will construct dykes for protection from flood waters along Jersey Creek, through the Public Levee. The main dyke will be along the harbor line of the Kansas River southeasterly of the Public Levee, along the harbor line of the Missouri River on the east side of the Public Levee, and continuing northerly along the entire Fairfax Industrial District.

A concrete viaduct was constructed over the railroad tracks at the foot of Minnesota Avenue, and a paved street called Minnesota Avenue Extension was constructed across the Public Levee, connecting Minnesota Avenue on the south and west with the Fairfax Industrial District on the north. The construction of this viaduct eliminated dangerous grade crossings of the tracks of the Missouri Pacific, Union Pacific, and Chicago Great Western Railroads.

On the west side of Minnesota Avenue Extension is located the Grain Terminal, elevator headhouse, and auxiliary buildings used in that operation. These improvements are owned by the City of Kansas City, Kansas, and extend from about Nebraska to Everett Avenues.
[fol. 2994] The Kansas City Box & Manufacturing Company have a small plant, extending from Washington to Everett Avenue along the west side of the Levee.

The Kaw Steel plant is located partly on the Levee and partly on private lands, at the extreme northwest corner of the Levee at Walker Avenue.

The Chicago Great Western grain elevator is located west of the Public Levee between Nebraska and Everett Avenues.

The Fairfax Drainage District has a pump house on the west side

of Minnesota Avenue Extension, between Freeman and New Jersey Avenues.

The City owned tracks and the Union Pacific tracks serving the grain elevator run north and south the entire length of the Levee, west of the grain terminal.

There are a few vacant sites on the west side of Minnesota Avenue Extension which can be used for industrial purposes.

The Food Terminal is located on the east side of the Minnesota Avenue Extension, extending from near State Street on the south to Jersey Creek on the north, and the yards of the Union Pacific serving the terminal extend to, and in part, beyond the north line of the Public Levee.

The Food Terminal has four main outlets to Minnesota [fol. 2995] Avenue Extension, (1), at the extreme north end over the concrete box carrying Jersey Creek, (2), between the service building and the commercial building, (3), between the "farmers' market" and the two southerly produce buildings, and (4), at the southwest end of the farmers' market, where a paved road passes under the Minnesota Avenue viaduct curving to the right, thence running northerly parallel to Minnesota Avenue Extension, and reaching the west side of Minnesota Avenue Extension at about the center of the grain elevator structures. These four entrances or exits are ample to accommodate very heavy traffic both in and out of the terminal without delay or congestion. In fact, the entire food terminal and structures therein are so constructed as to allow a free flow of vehicular traffic to and from any part of the food terminal without delay, thus eliminating one of the major defects of many produce markets.

(Pen and ink notation)

The area lying east and south of the ~~coal~~ cold storage tracks, west and north of the harbor line, is now partially filled to the level of the food terminal, and will be completely so filled after the construction of the Government dyke. It is

now vacant with the exception of a concrete wharf, constructed by the City and leased to the Inland Waterways, about opposite the headhouse of the grain elevator structure. The City has constructed facilities for loading grain from the elevator west of Minnesota Avenue Extension directly into the barges tied up at the wharf on the

[fol. 2996] harbor line of the Missouri River. These loading facilities are connected with the elevator by an enclosed conveyor gallery, passing over the produce terminal.

The only other improvement in this area is a large electric sign at the southerly end, owned by the Union Pacific Railroad.

North of Jersey Creek, and extending to the north boundary of the Public Levee, an area of 24.70 acres is leased to the Union Pacific Railroad by the City of Kansas City, Kansas, and is to be used in connection with the Food Terminal for inspection tracks and sorting yards. The area is now completely filled with the exception of the extreme easterly side which will require about 10,700 cubic yards of filling to be placed after the completion of the dyke now under construction by the United States Engineers. There are now fourteen inspection tracks constructed on the westerly portion of this area, also lead tracks and a sorting yard as shown by maps in evidence. Tracks 15 to 23, inclusive, and the easterly sorting yard are yet to be constructed.

The area between the tracks from Minnesota Avenue Extention to Track 14 is concrete paved. This paving extends from Jersey Creek on the south, northerly to a diagonal crossing, which is approximately 600 feet north of Jersey Creek on the west side, and about 900 feet north of Jersey [fol. 2997] Creek on the east side. North of this crossing the area between the tracks is cinder surfaced, as is also the area in Zone 4 north of the Public Levee and owned by the Union Pacific Railroad and used as a part of the team track yard. Zone 5, north of the Public Levee and owned by the Union Pacific Railroad, has as yet no tracks upon it, but is filled to the same level as the area east of Track 14.

The inspection yard will have two street entrances from Minnesota Avenue Extension, one at Jersey Creek, and the other approximately 600 feet north of Jersey Creek. Tracks

3 and 12 are connecting tracks to serve the produce buildings in the Food Terminal. North of the inspection yards and extending along the west bank of the Missouri River, east of the Phillips Petroleum Company's refinery, are the Union Pacific yards and tracks used in

switching from the Food Terminal and inspection tracks. These last named lands are fairly level but require some filling and grading.

The area embraced in the Food Terminal and the inspection and sorting yards of the Union Pacific Railroad are appraised in the present filled condition although the property embraced in Zone 3 requires some 10,700 cubic yards of filling to be placed after the Government dyke is completed. The land embraced in Zone 6 is appraised at an [fol. 2998] elevation requiring some filling which will be allowed by the Engineering Section of this Bureau in its inventory. The land in Zone 7 is appraised in its present filled condition. The land in Zones 8 and 9 are appraised in their present condition supporting the tracks. The appraiser understands that additional grading will be placed on these two last named zones when Jersey Creek is dyked by the Government Engineers.

Location and Access of the Food Terminal

The southerly portion of the terminal is only the equivalent of five blocks removed from the peak of values in the retail district of Kansas City, Kansas, and is only about five minutes ride by automobile from the heart of the retail district of Kansas City, Missouri. The Terminal is at or near the edge of the corporate limits of both cities and yet is in an area free from traffic congestion. It is so situated in relation to trafficways, streets, and highways, that any part of the Greater Kansas City area can be reached with a minimum of time and travel. By using Minnesota Avenue and Minnesota Avenue Extension, access is had to Quindaro Boulevard and the Seventh Street traffic-way, which connect with every important through highway in the entire Greater Kansas City area. It is thus possible to reach the Terminal without having to use the congested highways of either city.

Data Supporting Appraisal:

A thorough inspection was made of the lands embraced in [fol. 2999] this appraisal, of the surrounding property and of all more or less similar industrial districts within greater Kansas City for the purpose of comparison.

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As stated in the qualifications as a witness, this appraiser has for twelve years past been continuously in charge of the appraisals for the Interstate Commerce Commission of all railroad lands in the field district of which Kansas City is headquarters. By far the greater part of his time has been spent in studying and reporting upon values in Greater Kansas City. During these investigations, practically all land sales, covering a period of twenty years, in the vicinity of, or similar to, railroad lands have been obtained, considerations verified, and conditions under which the transactions were consummated ascertained. These voluminous records were available for and have been used in the present appraisal. Prices at which land is assessed for taxation throughout Greater Kansas City have been ascertained and studied. Many real estate dealers, appraisers, land loan agencies and private owners have been interviewed and their opinions of land values and knowledge of conditions affecting values obtained. Also, statistics such as those relating to population, building permits, postal receipts, etc., less directly bearing upon land values, have been considered and are included in this report. Further, data such as leases, appraisals and contracts, of record in this litigation, bearing upon the lands under appraisal [fol. 3000] have been obtained and considered.

General Description of Sales Data:

Included in this report is a portion of the sales data, referred to in the last paragraph above, which in the opinion of the appraiser have some bearing on the lands under appraisal or give some indication of price level. These sales data are arranged by seven industrial areas, as follows:

1. Within the Fairfax Industrial District.

2. The Third Street frontage, which is west of the Public Levee.

3. The Woodswether Industrial District, in both Kansas and Missouri.

4. The West Bottoms District of Kansas City, Kansas.

5. That part of the Central Industrial District of Kansas City, Missouri, lying north of Twelfth Street.

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6. That part of the Central Industrial District in Kansas City, Missouri, lying between Twelfth and Seventeenth Streets.

7. The area along the south bank of the Missouri River, east of Grand Avenue, in Kansas City, Missouri.

Description of the Seven Areas from which Sales Data are Drawn:

1. Fairfax Industrial District: This industrial district [fol. 3001] lies immediately north of the Public Levee and extends northerly and westerly, along the west bank of the Missouri River, up to the Municipal Water Plant of Kansas City, Kansas. This district is all level river bottom lands, protected from high water by a dyke, and will be further protected and enlarged by the new dyke hitherto mentioned. The areas immediately north of the Public Levee are used by the Phillips Petroleum Company and the Great Lakes Pipe Line Company, for oil refineries, storage, etc. These areas were sold to the above companies unimproved except for the dyke. Little or no filling, or other improvements, were present in these sales, and for this reason, as well as for reasons of date of sales, location, etc., they are not directly indicative of the value of the Food Terminal today.

North and west of these refineries is located the improved portion of the Fairfax Industrial District, on Fairfax, Chrysler, Rickel, Funston, and Eagle roads. While sales in this section are of improved industrial tracts, they are so far removed from the Public Levee, in the direction of lower values, that they, also, do not have direct bearing on the value of the Public Levee. However, the Fairfax Industrial District lies outside the corporate limits of Kansas City, Kansas (in Wyandotte County, Kansas) and is, therefore, subject to a lower tax rate than that property within the corporate limits, and the paved roads serving it connect with all of the major trafficways and afford excellent [fol. 3002] access to all parts of Kansas City.

2. Third Street Frontage: The sales in this district are along the east side of Third Street, just west of the Public Levee. They have good street frontage on a paved street, with trackage in the rear. These industrial properties are not exactly similar to that of the Public Levee.

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however, on account of their proximity to it, they give some indication of the value of lands under appraisal.

3. The Woodswether Industrial District, in Kansas City, Kansas, and Kansas City, Missouri: This district is on the south bank of the Missouri River in both cities—and on the east bank of the Kansas River in Kansas City, Kansas, and is directly opposite, across the river, from the Public Levee. The Missouri Pacific bridge, east of the inter-city viaduct, connects the two districts. The lands in this district were practically all filled in the manner the Public Levee was filled. This district has good paved street access to the retail sections of both cities and to the Central Industrial District. In the opinion of the appraiser the lands in this district are fairly comparable to the lands of the Public Levee and the sales therein should be given consideration in the appraisal of the Food Terminal.

4. The West Bottoms District of Kansas City, Kansas: [fol. 3003] This is an old established industrial district of Kansas City, Kansas, on the east and south bank of the Kansas River; northerly of the Stock Yards district west of the State Line; and south of the Frisco, Kansas City Southern, Chicago Great Western yards, and the Inter-City viaduct; and, at the northerly end, is almost directly opposite (across the Kansas River) the Public Levee. The lands in this area are all level river bottom lands. This is one of the oldest established industrial districts in Greater Kansas City, containing Armour & Company and Fowler Company plants, and a number of smaller packing companies. Outside of Armour & Company and Fowler Company, the areas were divided into smaller subdivided lots, cut by numerous streets and alleys, and as a consequence a great deal of congestion was created in this area by the use of automobiles and trucks. A majority of the streets, especially the through ones, carry street car lines. Armour & Company purchased the Fowler Company site and wrecked the plant. Other industrial areas have been abandoned and there are now numerous vacant industrial properties

in this area. This industrial district has been going back for some time, mostly on account of the depression. It is the opinion of the appraiser

that the lands in this district are not quite as valuable as those in the Public Levee; nevertheless, sales in it offer some basis of comparison with the Public Levee.

[fol. 3004] 5 and 6: Central Industrial District: These two sections will be described jointly as, together, they comprised the area which was at one time regarded as the best industrial district in the Greater Kansas City area. This district is bounded on the north by the yards of the Kansas City Southern, Chicago Great Western, and Frisco Railroads; on the east by the railroad yards of the Frisco, Burlington, Kansas City Terminal, and the Santa Fe; on the south by these same Carriers and a portion of the Stock Yards district; on the west by the Stock Yards District in the southerly portion, and the State Line in the northerly portion. The lands in the district are all level river bottom lands. The district is served by all of the railroads entering Kansas City, twelve trunk line carriers, also by the Kansas City Terminal and the Kansas City Connecting Railways, the latter being the stock yards railroad. The Central Industrial area has access to all parts of Kansas City, Missouri, and Kansas City, Kansas, by an elaborate system of viaducts and roadways leading to all parts of the two cities. The streets are all paved for heavy traffic. On account of the location and the facilities in this district it is, in the opinion of the appraiser, much more valuable than the lands of the Public Levee now under appraisal. The district, however, is old, congested, has narrow streets, and is now further handicapped by the heavy truck traffic in and out of the stock yards area. That portion of the Central Industrial District lying south of Twelfth Street, prior to [fol. 3005] the depression, was considered the most valuable portion thereof, the sales in that area indicating units of from $2.00 to $3.00 per square foot. From Twelfth Street to Union Avenue the sales indicated a unit of from $1.50 to $2.50 per square foot, with a corresponding decrease north of Union Avenue and west from Liberty Street to the State Line. Subsequent to 1930 these land values have drastically receded, as the sales will indicate. This is partly

due to the depression and partly to the fact that new industrial areas have been

opened up where large areas can be obtained much cheaper, free from the congestion encountered in this district, and free from the enormous tax burden this type of property bears. The sales of this industrial area are submitted in this report, not so much as a basis of direct comparison but for the purpose of showing what this type of industrial property sold for prior to the depression, and subsequent thereto.

7. The Area along the South Bank of the Missouri River, East of Grand Avenue, in Kansas City, Missouri: These lands are level river bottom lands on the south bank of the Missouri River. South of this area the lands rise sharply to the higher level of the downtown district of Kansas City, Missouri. To the east is a large area along the river, including much vacant industrial lands and an industrial area, with numerous small industries, called the "Guinotte District." To the west are railroad yards and the plant of [fol. 3006]the Kansas City Power & Light Company, and, further west, a "bottle neck" or a congestion of railroad yards.

This district is the location of the new consolidated yards of the Missouri Pacific, Santa Fe, Rock Island, and Burlington Railroads. Its access, at present, is poor. On the westerly end, the downtown district can be reached over heavy grades, crossing numerous railroad tracks, up Grand Avenue. On the easterly end, access is over Gillis Street, but there are numerous grade crossings of railroads by this route. At present, it is the opinion of the appraiser that these lands are not as valuable as the lands of the Public Levee, on account of poor access. However, the four railroads and the City of Kansas City, Missouri, propose to construct a viaduct into the yards, eliminating the grade crossings of all the railroads at the foot of Grand Avenue—excepting the Kansas City Southern Railway at Second Street—and connecting with Grand Avenue at about Second Street. Upon the completion of this viaduct, it is probable that the lands in this area will be fairly comparable in value with the Public Levee. Access to the Public Levee will still be superior but the proximity of this district to the area

of high values in Kansas City, Missouri, will offset the differences in access.

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As stated heretofore, the appraiser is familiar with prac-
[fol. 3007] tically all sales of industrial property in Greater Kansas City over the period of the past twenty years. The appraisal herein reflects this knowledge and experience, although there are embraced in this report only such sales as have occurred in the seven districts listed.

Summary of Sales Data:

It will be noted in the sales data submitted herewith that many sales prior to the depression, as well as those subsequent thereto, have been included. This is for the purpose of showing the relative decreases in values that have taken place in the various areas.

In final analysis, the appraiser is giving greatest weight to transactions subsequent to 1931, as that appears to be about the time the severe slump in real estate values appeared in the Greater Kansas City area. Sales prior to 1931 cannot be used as a direct measure of values as of the present.

Studies of the Kansas City area indicate that the depth of the depression in real estate values was reached about 1934 and 1935, the decrease in values ranging from about 25 per cent in some areas up to 75 per cent in others, the more drastic decreases being found in the higher priced and most congested areas.

Accompanying this report is a portion of a (Gallup) map of Greater Kansas City showing the approximate location of the Public Levee and the seven areas referred to in the [fol. 3008] Sales and Assessment data. The approximate location of the Public Levee is outlined in purple. The seven districts or areas are indicated by a red circle, the red number therein indicating the location of the district.

District No. 1. Indicates units subsequent to 1931 of approximately $0.115 to $0.176 per square foot for improved lands in small areas, and from $0.018 to $0.075 per square foot for larger acreages.

District No. 2. There is only one sale subsequent to 1931, that being for $0.67 per square foot (in 1938) located at the northeast corner

of Third and Minnesota Avenue, the most valuable piece of property in District No. 2. This sale is heavily improved and the portion of the consideration assignable to land cannot definitely be determined.

District No. 3. There are few sales in this area subsequent to 1931. There is one sale in 1936 for $0.63 per square foot, and one in 1937 for $0.70 per square foot. Both of these transactions, however, are expansion sales enlarging the site of an already going business. A third sale, of a considerable area, is now being negotiated at a unit price of $0.286 per square foot.

District No. 4. There are many sales in this district subsequent to 1931; on Water Street, ranging from $0.125 to [fol. 3009] $0.35 per square foot; on Second Street ranging from $0.026 per square foot up to $0.406, with the more important transactions indicating a value of approximately $0.25, on First Street sales ranging from $0.078 to $0.25 per square foot; on James Street from $0.07 to $0.15; and on Ewing Avenue from $0.14 to $0.33 per square foot.

District No. 5. Sales on Pacific Place, subsequent to 1931, range from $0.18 to $0.625 per square foot; in West Kansas Addition #1 they range from $0.178 up to $0.80 per square foot; in Turner & Company Addition, the range is from $0.45 to $0.845 per square foot; in Coates & Hopkins Addition from $0.263 to $0.77 per square foot.

District No. 6. In Depot Addition sales range from $0.59 to $1.27 per square foot; in West Kansas #2, two sales—one for $0.80 and one for $1.32 per square foot; in Skiles & Western Addition, one 1933 sale for $1.74 per square foot.

As above stated, land values in the Central Industrial District are generally higher than those on the Public Levee and thus the sales listed for this district are generally higher than the unit prices that can fairly be applied to the Public Levee.

District No. 7. All of the sales quoted here are recent sales ranging from $0.154 to $0.31 per square foot and, subject to explanations offered, are comparable to the Public Levee and indicative of its value.

[fol. 3010]

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Sales Data

District No. 1

Fairfax Industrial District

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per ac.)
Cubbison	K. C. I. Land Co.	Pt. 28-10-25	1923	662	336	40.	$28000	$700
Reimer	do	do	1923	671	28	11.	7700	700
Wulfekuhler	do	do	1923	666	587	10.	7000	700
Wulf	do	do	1923	671	26	10.	10000	1000
		Pt. 28-10-25						
Zea	do	" 33-10-25	1923	662	380	49.63	19852	400
Mulcahy	do	Pt. 28-10-25	1925	704	54	4.18	4200	1000
		Pt. 27-10-25						
Kelly	do	" 28-10-25	1923	662	319	46.07	36856	800
		Pt. 28-10-25						
		" 33-10-25						
Barker	do	" 34-10-25	1924	678	353	14.28	9520	700
Gille	do	do	1923	671	64	78.	50000	640
[fol. 3011]								
Reimer	do	Pt. 27-10-25	1923	662	320	23.	23000	1000
Erdman	do	do	1923	671	25	10.	9000	900
		Pt. 26-10-25						
Hargis-Robinson	do	" 27-10-25	1923	662	314	115.95	69570	600
Winfrey	do	Pt. 27-10-25	1924	688	498	1.	1500	1500
Butt	do	do	1923	665	317	6.05	4000	668
Willets	do	do	1923	666	586	5.	4000	800
Kampmeier	do	do	1923	679	50	0.61	2000	2380
Schaden	do	do	1923	668	119	383.	268000	700
Adair	do	Pt. 34-10-25	1923	704	236	0.75	625	833
Clark	do	do	1929	787	490	24.94	44888	1800
Rieger	do	do	1923	666	583	7.82	14000	1790
Howard	do	do	1923	679	57	57.33	34400	600
K. C. Refin Co.	do	Pt. 2-11-25	1924	699	547	1.20	3000	2500
		Pt. 34-10-25						

All of the above sales are for lands now located in the Fairfax Industrial District north of the Public Levee. These sales are not shown as direct support for this appraisal but for the purpose of showing the cost of assembling raw lands to the north of the Public Levee. As a whole they indicate a price of approximately $725 per acre.

[fol. 3012]

K. C. I. Land	K. C. Refining Co.	Pt. 34-10-25 " 35-10-25	1924	...	...	25.23	$25230	$1000
do	Fairfax Airports	Pt. 26-10-25 " 27-10-25 " 24-10-25 " 35-10-25	1929	...	...	240.	360000	1500
do	Great Lakes Pipe Line Co.	Pt. 34-10-25 " 35-10-25	1930	819	372	60.	89640	1500
do	Phillips Pipe Line Co.	Pt. 34-10-25 " 35-10-25 " 2-11-25	1931	825	589	90.68	136020	1500
Fairfax Airport	do	Pt. 35-10-25	1931	825	583	20.76	31135	1500

The above sales are of large areas of unimproved lands (except for a dyke along the Missouri River). However, parts of the lands, in some of the sales, lie outside the levee and cannot be used until the new government dyke is constructed. The sales are submitted for the purpose of showing the selling price of these assembled lands, in large undeveloped areas, indicating a unit of almost $1500 per acre.

[fol. 3013]

K. C. I. Land	Fairfax Iron & Steel	Pt. 34-10-25	1924	...	...	6.	10800	1800
do	Massey-Harris Harvester Co.	do	1925	...	...	2.45	12500	5100
do	K. C. Can & Mfg. Co.	do	1925	713	488	2.	10000	5000
do	Amer. Eagle Air-Craft Co.	Pt. 27-10-25	1928	...	...	2.44	13025	5130
do	Beacon Airways of Amer.	Pt. 34-10-25	1929	...	...	1.	5000	5000
do	Amer. Eagle Aircraft Co.	Pt. 27-10-25	1929	...	...	0.1	525	5250
do	Nafziger Inv.	do	1936 (1929 Cont.)	897	402	0.82	6250	7622
do	Chrysler Motor	Pt. 34-10-25	1936 Lease Option to Purchase			1.72	4300	2500
do	Gt. Lakes Pipe	Pt. 27-10-25	1935	924	25	0.16	800 (In ink)	5000
do	Freuhauf Trailer	do	1936	...	...	3.20	16325	5100
do	Consolidated Products Co.	do	1936	897	245	0.34	1750	5150
Breidenthal	K. C. I. Land	Pt. 34-10-25	1936	897	640	10.2	22950	2250

[fol. 3014]

Page 13—(Continued)

Sales Data

District No. 1

Fairfax Industrial District (Continued)

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per ac.)
Darby	Breidenthal	Pt. 34-10-25	1936	897	587	2.3	$7360	$3200
Fennell	do	do	1936	897	586	7.91	6328	800
Coakley	K. C. I. Land	Pt. 27-10-25	1936	905	30	7350 s.f.	700	$0.095
C. G. W. Ry	do	Pt. 34-10-25	1938	927	407	40.32	65600	1625

The first three sales cover a long narrow strip along the Missouri Pacific Railroad. The Coakley sale is in the developed portion of the district. The last sale is a tract owned by the C. G. W. Railway, to which the Carrier was unable to obtain access, and therefore found unusable.

The sales in the Fairfax Industrial District are not submitted as direct support for the units placed on the Public Levee, as the appraiser believes the Public Levee to be more valuable than the Fairfax Industrial District principally on account of proximity to higher values. Certain

[fol. 3015]

of the sales however, are directly comparable to Zone 6.

K. C. I. Land	Bright Biscuit	Pt. 27-10-25	1937	...	...	2.04	15625	7670
do	H. S. Gable	do	1937	908	251	0.46	3375	7300

The sales listed in the group just above, are in the developed portion of the Fairfax Industrial District, and have paved streets, trackage, and other improvements. It will be noted that there has been little decrease in value of this type of land during the depression.

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District No. 2

Third Street District

Waddell	West Side Machine Works	O. T. Wyandotte L-4-5-6, Blk. 18	1938	928	268	19800	$20000	
						Impts.	8000	
						Land	12000	$0.67
Laird	Waddell	L-4, Blk. 18	1924	695	530	6600	3600	.55

[fol. 3016]

Dix	West Side Machine Works	L-5, Blk. 18.....	1918	587	325	6600	$3600	$ .55
Commercial Inv. & Loan	Wyandotte County Gas	L-5, 6, Blk. 18...	1922	623	635	13200 Impts.	15000 7500	
						Land	7500	.57
Cruise	Waddell	L-6, Blk. 18.....	1923	662	115	6600 Impts.	6250 2000	
						Land	4250	.64
Sheriff	Stahl	L-3, 4, Blk. 18 & E. 75' L-1 & 2	1913	530	129	20550 Impts.	20177 10000	
						Land	10177	.50
Stahl	Rudy Patrick Seed Co..	do	1916	529	604	20550 Impts.	21375 10000	
						Land	11375	.55

The above sales are located on the east side of 3rd Street, north and west of Minnesota Avenue. They all have trackage in the rear. While the above sales are not exactly similar to the lands under appraisal they are a good indication of the value of industrial lands in close proximity to the Public Levee.

[fol. 3017]

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District No. 3

Woodswether Industrial District—Kansas City, Kansas

Woods Bros.	Thwing	L-40, 42, 43 B-10 L-19 to 25 B-13 L-14, 15 B-14	1929	700	214	61617	$48835	$0.80
do	Wall	L-26, 27 B-13 L-27-29 B-14	1929	700	215	30224	24105	.80
do	Irwin	L-2 B-14...	1929	800	314	5400	4320	.80
do	Kyner	L-8, 9 B-14...	1930	817	27	10800	9000	.83
do	Owens	L-12 B-14...	1930	817	8	5400	4320	.80

Page 17—Continued

Sales Data

District No. 3

Woodswether Industrial District—Kansas City, Kansas (Continued)

Grantor	Grantee	Description		Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per s.f.)
do	Carter	L-33	B-13...	1929	672	635	5499	$4402	$.80
do	Merton	L-32	B-13...	1929	672	623	5494	4391	.80
do	Doran	L-29, 30	B-13...	1930	817	12	10922	8738	.80
do	Ash	L-28	B-13...	1929	672	634	5442	4353	.80
do	Byram	L-11	B-13...	1930	817	35	6075	4857	.80
[fol. 3018]									
do	Keeling	L-12, 13	B-13...	1930	817	34	12288	9830	.80
do	Rees	L-14	B-13...	1930	...	...	6218	4974	.80
do	Allsbruse	L-11	B-12...	1929	672	630	2599	4327	1.67
do	Warner	L-13	B-12...	1930	817	49	4049	4500	1.11
do	Steen	L-15, 16	B-12...	1929	672	629	10490	9000	.86
do	Owens	L-20	B-12...	1930	817	7	5625	4500	.80
do	Evans	L-17	B-12...	1930	817	9	5571	4500	.81
do	Hunt	L-21	B-12...	1930	817	46	5625	4500	.80
do	Blanford	L-5	B-16...	1930	817	24	6669	5325	.80
Blanford	Helmreich	L-5	B-16...	1930	800	581	6669	5325	.80
Woods Bros.	Robinson	L-2	B-17...	1930	817	11	5625	4500	.80
Robinson	Wilson	L-2	B-17...	1930	800	439	5625	4500	.80
Woods Bros.	Steen	L-26, 27	B-17...	1929	672	636	11250	9000	.80
do	Bratton	L-5	B-14...	1930	817	14	5625	4500	.80
do	Keeling	L-10 to 13	B-18..	1930	817	22	22500	18000	.80
Murphy	Zeff	L-10	B-17...	1932	829	611	5625	4500	.80
[fol. 3019]									
Woods Bros.	Steen	L-15, 16	B-12...	1931	817	86	10419	9000	.86

Havins	Thwing	L-19 to 25	B-13..						
		L-14, 15	B-14..	1931	817	351	47893	38418	0.80
Woods Bros.	Ackerman	L-1	B-15...	1932	817	94	4095	3627	.89
do	Torrance	L-3	B-16...	1931	817	58	6570	5258	.80
do	Evans	L-6	B-16...	1931	817	62	6718	5374	.80
do	Evans	L-7	B-16...	1931	817	63	6750	5413	.80
do	Snyder	L-18	B-16...	1931	817	55	4376	3525	.90
do	Smith	L-29	B-16...	1931	817	89	5287	4330	.82
do	Phillips-Carey	L-4	B-17...	1934	817	158	5625	4500	.80
do	Blood	L-31	B-17...	1931	817	64	5625	4500	.80
do	Weltmer	L-5	B-13...	1936	817	219	5760	2500	.43
[fol. 3020]									
do	Puritan Gas	L-15	B-13...	1938	817	297	6255	5000	.80

Phillips-Carey and Blood sales are 1929 contracts.
Weltmer sale—1931 contract.
Puritan Gas sale—1930 contract.

Woodswether Industrial District—Kansas City, Missouri

Woods Bros.	Thwing	L-18 to 22	B-10..	1928	2853	424	37750	31568	.84
do	Wally	L-17	B-10...	1928	2853	452	5625	4500	.80
do	Wyatt & Barcus	L-16	B-10...	1929	2922	354	5625	4500	.80
do	Reynolds	L-14	B-10...	1930	2989	80	5625	4500	.80
do	Swift	L-13	B-10...	1929	2922	518	5625	4500	.80
do	Carnie-Goudie	L-8	B-10...	1930	2928	77	5625	4500	.80
do	Weiss	L-7	B-10...	1927	2805	138	5625	4500	.80
do	Gallups	L-5	B-10...	1929	2922	472	5625	4500	.80
do	Jacoby	L-3	B-10...	1928	2853	370	5625	4500	.80
do	Dewey	L-1	B-10...	1929	2922	417	5625	3375	.60
Central Ind.	Cohen	L-6, 7	B-11...	1924	2643	202	11250	4500	.80
							Impts.	29500	
								19100	
							Land	10400	.93

Sales Data

District No. 3

Woodswether Industrial District—Kansas City, Missouri (Continued)

[fol. 3021]

Grantor	Grantee	Description		Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per ac.)
Page 18 (Cont'd)									
Woods Bros.	Griner	L-4	B-11...	1930	2922	570	5625	$4500	$ .80
			Page 19						
Benn	Griggs	L-3	B-11...	1929	2902	612	5625	15900	
							Impts.	10275	
							Land	5625	1.00
Woods Bros.	Dodds	L-2	B-11...	1930	2922	489	5625	4500	.80
do	Heinsman	L-50	B-11...	1929	2922	353	5491	4500	.82
do	Rust Sash & Door	L-27, 28	B-8....	1928	2777	561	11250	9000	.80
do	Woodling	L-26	B-8....	1929	2922	352	5625	4500	.80
do	do	L-25	B-8....	1929	2922	351	5625	4500	.80
do	Jarco	L-20 to 24	B-8...	1929	2922	19	28089	22500	.80
do	LaFontaine	L-18, 19	B-8	1930	2922	568	10710	8627	.80
do	Grogan	L-17	B-8....	1929	2922	471	6314	4999	.78
do	Bernhardt	L-16	B-8....	1929	2922	448	5378	4297	.82
[fol. 3022]									
do	Waters	L-26	B-7....	1928	2853	5	5625	3900	.69
do	Dreier	L-21	B-7....	1928	2778	540	5668	4500	.79
Central Ind.	Colform Inv.	L-17 to 20	B-7...	1926	2643	582	24180	14509	.60
Woods Bros.	Sanders	L-1	B-7....	1929	2922	164	5625	4200	.75
do	Johnson	L-3	B-7....	1929	2921	460	5625	4500	.80
do	Jordan	L-4	B-7....	1929	2921	405	5625	4200	.75
do	Jordan	L-5	B-7....	1929	2922	350	5625	4500	.80
do	Maddox	L-6	B-7....	1929	2921	408	5625	5625	1.00
Maddox	Glaskin	L-6	B-7....	1929	2929	110	5625	5625	1.00

Woods Bros.	Isreal	L-7	B-7	1928	2777	547	5625	5625	1.00
Central Ind.	Coburn	L-8	B-7	1927	2806	529	5625	4500	.80
Woods Bros.	Logan Pittman	L-9	B-7	1928	2852	41	5625	4500	.80
do	Tschudy	L-10	B-7	1929	2922	347	5625	4500	.80
Central Ind.	Lapley-Baker	L-11	B-7	1926	2680	44	5648	4500	.80
do	Mo. Casket	L-14 to 16	B-7	1926	2679	242	22936	13738	.60
[fol. 3023]									
Woods Bros.	Ball	L-31	B-7	1929	2921	437	5625	4500	.80
Central Ind.	Greene	L-1	B-8	1927	2777	126	5671	5063	.90
				Page 20					
Woods Bros.	Mendenhall	L-4, 5	B-8	1929	2922	486	11250	9000	.80
do	Ekberg	L-8	B-8	1929	2921	491	5625	4500	.80
Central Ind.	Pendleton	L-9, 10	B-8	1926	2680	543	11250	9000	.80
Woods Bros.	Brose	L-11	B-8	1929	2922	447	5625	4500	.80
do	King	L-13, 14	B-8	1929	2921	419	11236	9000	.80
King	Inman	do		1929	2929	227	11236	9000	.80
Woods Bros.	Nafziger	L-15	B-8	1927	2805	447	5535	4500	.80
do	McCormick	L-43	B-8	1930	2922	629	8447	6754	.80
[fol. 3024]									
do	Cross	L-44	B-8	1930	2922	479	6737	5378	.80
do	Eastes	L-50	B-8	1930	2988	242	6975	5580	.80
do	Hutchinson	L-51	B-8	1929	2922	422	6975	5580	.80
do	Tobin	L-54	B-8	1929	2921	459	6975	5580	.80
do	Maxwell	L-56	B-8	1930	2922	537	6975	5580	.80
do	Bower	L-57	B-8	1928	2852	281	7045	4200	.60
do	Mo. Pac.	L-8 to 12	B-1	1929	2887	460	27488	24739	.90
do	Lockhart	Part of L-13, 14	B-1	1929	2922	432	5122	5122	1.00
do	do	Part of L-14, 15	B-1	1927	2777	563	21136	21136	1.00
do	Grimes	L-16	B-1	1930	2921	526	6254	6618	1.06
Central Ind.	Pitt	L-19, 20	B-1	1926	2643	581	11254	5443	.48
Woodswether Ind.	Lowry	L-21	B-1	1929	2921	457	5625	4500	.80
Woods Bros.	Western Battery	L-25	B-1	1929	2921	473	5625	5063	.90
do	Case	L-26	B-1	1929	2921	492	5625	4500	.80

[fol. 3025]

Page 20 (Continued)

Sales Data

District No. 3

Woodswether Industrial District—Kansas City, Missouri (Continued)

Grantor	Grantee	Description		Recorded Date	Book	Page	Area (acres)	Consid.	Unit Price (per ac.)
do	Turner	L-27	B-1	1929	2853	476	5625	$4500	$.80
Central Ind.	Field Hdw. Mfg.	L-28	B-1	1926	2679	248	5625	2531	.45
Woods Bros.	G. R. Hdw.	L-29	B-1	1928	2777	507	5625	5344	.95
do	Barclay	L-30	B-1	1929	2922	385	5625	4500	.80
Ray	Levingston	L-32	B-1	1928	2837	20	5625	4500	.80
Woods Bros.	Lindt	L-33	B-1	1929	2853	616	5625	4500	.80
			Page 21						
Woods Bros.	Olsen	L-36	B-1	1929	2921	406	5625	4500	0.80
do	Olsen	L-44	B-1	1930	2921	516	5625	4500	.80
do	McCray	L-45	B-1	1929	2922	357	5625	4500	.80
do	Hanover	L-32	B-2	1930	2989	261	6628	6628	1.00
[fol. 3026]									
do	Oehlschlager	L-33	B-2	1929	2922	384	6325	5000	.79
do	Speer	L-36	B-2	1929	2936	148	31667	19000	.60
do	Burgdorfer	L-1	B-3	1927	2777	482	5625	4500	.80
do	Harper	L-5	B-3	1929	2922	433	5625	4500	.80
do	Holbrook	L-6	B-3	1929	2853	551	5625	4500	.80
Woodswether Ind.	do	L-7	B-3	1929	2922	346	5625	4500	.80
Woods Bros.	Saunders	L-9	B-3	1929	2922	345	5625	4500	.80
Saunders	Eure	L-9	B-3	1929	2925	435	5625	4500	.80
Woods Bros.	Hahn	L-11	B-3	....	....	...	5625	4500	.80
do	Pilsbury	L-17	B-3	1928	2852	420	6975	5580	.80
do	Murdock	L-20	B-3	1929	2922	391	6975	5580	.80
do	Garvey	L-21	B-3	1929	2921	440	6975	5580	.80
do	Mellen	L-25	B-3	1930	2921	525	6975	5580	.80
do	Case	L-27	B-3	1930	2921	493	6975	5580	.80

Central Ind.	Monarch Gas	N. 50′ of L-9, 10	B-5	1925	2642	319	5200 Impts.	30000 19600		
[fol. 3027]							Land	10400	2.00	
Woods Bros.	Watts	Blocks 4 & 5		1931	....	...	137801	206702	1.50	
Central Ind.	KCP & Light	L-1	B-6	1925	2556	358	5625	5000	.89	
do	Galion Iron	L-2, 3	B-6	1927	2778	89	11250	11250	1.00	
Woods Bros.	do	L-4	B-6	1927	2778	403	5625	4250	.76	
do	Sidgfried	L-5	B-6	1928	2778	574	5625	4500	.80	
Central Ind.	Marion Steam Shovel	L-9	B-6	1926	2679	327	5625	4500	.80	
Woods Bros.	Hardgrave	L-11	B-6	1929	2922	421	9145	7770	.85	
do	Benner	L-12	B-6	1929	2922	434	6975	5000	.72	
				Page 22						
Woods Bros.	Garvey	L-16	B-6	1929	2886	159	6975	5580	.80	
do	Anderson	L-17	B-6	1929	2922	349	6975	5580	.80	
[fol. 3028]										
do	Garvey	L-18	B-6	1929	2921	441	6975	5580	.80	
do	do	L-19	B-6	1929	2921	418	6975	5580	.80	
do	Waters	L-35	B-13	1931	3050	194	1294	1128	.87	
do	Curtis	L-21	B-11	1931	3050	186	5625	3600	.64	
do	Doran	L-19	B-11	1930	3049	333	5625	4500	.80	
do	Newlin Motor	L-7	B-11	1931	2989	368	5625	4500	.80	
do	Graf	L-36	B-11	1932	3050	283	5187	4500	.87	
do	Kahn	L-43	B-11	1929	3050	174	4961	4500	.91	
do	King	L-46	B-11	1931	3050	188	4971	4500	.91	
do	Keeling	L-51	B-11	1931	3049	545	5625	4455	.79	
do	Boggess	L-25	B-7	1930	3049	331	5625	5625	.95	
do	Hedrick	L-23	B-7	1931	3050	179	5625	4460	.79	
do	Case	L-28	B-7	1929	3050	190	5625	4500	.79	
do	Frame	L-34	B-7	1930	3050	177	5478	4387	.80	
do	Brammer	L-36	B-7	1930	2988	493	4978	4077	.82	
do	Ridgway	L-31	B-8	1933	3108	79	6975	5580	.80	

[fol. 3029]

Page 22 (Continued)

Sales Data

District No. 3

Woodswether Industrial District—Kansas City, Missouri (Continued)

Grantor	Grantee	Description		Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per ac.)
do	Ream	L-32	B-8	1933	3108	80	6987	$5580	$ .80
do	Amick	L-9	B-9	1931	3050	171	4162	4213	1.00
do	Dusold	L-6	B-6	1931	3049	157	7375	4500	.61
do	Caldwell	L-12	B-7	1933	3109	166	5742	4572	.80
do	Yeddis	L-1	B-11	1937	3276	185	5625	3375	.60
Grimes	Lockhart	Part of L-16	B-1	1937	3334	259	5864	4050	.70
Woods Bros.	Fogel	L-30	B-8	1938	3345	547	6975	5580	.80
Lancaster Corp.	Goetz	L-10	B-6	1939	3402	266	7375	6900	.94
Woods Bros.	Indust. Land	Part of B-4		1936	3276	61	15782	10000	.63

Ridgway, Ream, Amick, and Fogel sales are all 1929 contracts.
Caldwell and Yeddis sales—1926 contracts. Goetz sale—1930 contract.

[fol. 3030]

Sales Data

District No. 3

Woodswether Industrial District—Kansas City, Missouri
(Continued)

The above sales are, in the opinion of the appraiser, fairly comparable to the Public Levee. It will be noted, however, that practically all of them took place prior to the slump in values during the depression and thus indicate higher values than now exist. After adjustment for the decrease in values during the depression, these sales should be given serious consideration in the appraisal of the Food Terminal lands.

Negotiations are now under way between the Lancaster Corporation (owners of the Woodswether Industrial District) and the American Compressed Steel Corporation for the purchase of the site now occupied by the latter company. This land is that part of Block 7 north of the Missouri Pacific Railroad, containing a net area of approximately 77,000 sq. ft; the purchase price to be $22,000 or a net unit of $0.286 per sq. ft.

The City is to vacate that part of Market Street east of Liberty Street and north of Block 7, thus enabling the Compressed Steel Corporation to get access on the Missouri River. This vacation proceedings is recorded in Book 3414, Page 530, in the Jackson County Court House. The vacation of this area results in a gross area for the Grantee [fol. 3031] of 133,000 sq. ft., or a unit of $0.165 per sq. ft.

The above information was furnished the appraiser by Mr. C. E. McLaughlin, Realtor and Kansas City Manager of the Lancaster Corporation.

Mr. McLaughlin states that in his opinion industrial lands in the Woodswether Industrial District are today worth approximately $0.30 per sq. ft.

[fol. 3032]

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Sales Data

District No. 4

West Bottoms—Kansas City, Kansas

Water Street

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per ac.)
Fowler Pack	Sonken-Galamba	Pt. SE¼, 10-11-25	1929	....	....	87350	$21838	$0.24
Sihler Serum	Hueben-Reardon	L-108, 110, 112, 114, 116, 118, 120, 122	1931	817	54	23040	8000	....
						Impts.	6000	
						Land	2000	.09
Armour & Co	W. J. Lopp, Pres. Peerless Serum	Pt. Sec. 10-11-25 near Water St. & Harbor Line	1936	897	408	28740	10000	.35
Rieger	Natl. Laborator	Pt. Lots 124-126 128-130-132-134-136	1939	916	277	20160	2500	.13

Second Street
(Formerly Armstrong St.)

Wiglesworth	Kauffman	Lots 78, 80	1935	857	629	7380	10000	
						Impts.	7000	
						Land	3000	.41

[fol. 3033]

Traders Gate City Nat'l. Bank	do	L-84	1936	900	370	2880	500	.17
Rust	do	L-86	1935	890	398	2880	450	.16
Burcham	do	L-88, 90	1936	902	555	5760	1500	
						Impts.	300	
						Land	1200	.21
Farmer	National Laboratories	L-107, 109, 111	1937	886	617	8640	3000	.35

Moore	Thompson	L-4, Dickson Sub.	1932	856	53	2688	250	.09	
Franklin	Eldridge	L-133, 135	1933	866	61	5760	5000		
						Impts.	4400		
						Land	600	.11	
Coyle	Sonken-Galamba	L-198	1936	899	382	2680	650	.24	
King	Golyn	L-205, 203 & Nly 14' L-201, Shutes Addn.	1931	884	11	6200	720	.12	
Turnbull	Moore	L-208, 210, 212, 214, 232, 234; 2nd St.	1936	897	415	17280	450	.03	

[fol. 3034]

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Golyn	Sonken-Galamba	L-207, 213 Shutes Addn.	1930	884	10	4800	1200	.25	
Noonan	do	L-209 Shutes Addn.	1936	900	75	2400	600	.25	
McHale	do	L-211 Shutes Addn.	1936	899	532	2400	600	.25	
Wall	do	L-215 Shutes Addn.	1935	884	602	2400	180	.08	
Stephen	Moore	L-216	1936	902	460	2880	150	.05	
Bd. of Education	Sonken-Galamba	L-219, 221 Shutes Addn.	1935	934	128	5760	625	.11	
Winningham	do	Parcel of land SE of Haefner's Addn. bet. 2nd St. & River	1934	857	569	18966	4800	.25	

[fol. 3035]

First Street

(Formerly Wood Street)

Lancaster	Fowler-Straub	L-77, 79	1927	759	119	7380	30000		
						Impts.	20000		
						Land	10000	1.36	

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Sales Data

District No. 4

West Bottoms—Kansas City, Kansas (Continued)

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (acres)	Consid.	Unit Price (per ac.)
O'Conner	do	L-81	1927	749	184	2880	$2250	$ .78
Wiles	Menges-Mange	S. 20' L-83	1936	899	356	2400	600	.25
Heim	Uzelac	W. 24' L-108, 110, 112, 114	1936	817	588	2880	280	.10
Sheppard	Bd. of Education	L-132, 134, 136 except 40' strip off E. end sd. lots	1924	707	87	5760	2000	.35
Barclay	Eldridge	L-137, 139	1933	856	469	5760	450	.08
		James Street						
Roach	Patterson	L-35	1925	721	243	2880	1500	.52
Greenwood	Kaupp	L-36	1926	749	31	2880	1200	
						Impts.	200	
						Land	1000	.35
[fol. 3036]		Page 26						
						7 (Ink Correction)		
Harris	Naylor	L-37, 39	1925	727	109	5960	3300	
						Impts.	[599*] 500 (In ink	
						Land	2800	.49
DeLouis	Lynch	L-41, 43	1922	654	36	5960	1400	.24
Page	do	L-45	1921	614	557	2880	750	.26
Halbert	do	L-47	1922	....	....	2880	750	.26
Lynch	Naylor	L-41, 43, 45, 47	1925	729	536	11520	12000	
						Impts.	5000	.61

Laughlin	Massey	L-48	1923	662	531	Land	7000	.61
						3880	(Ink Correction)	[.43*[
							2500	
						Impts.	1500	
Maltby	Rexroth	L-56	1924	688	556	Land	1000	.35
Schneider	Maurin	L-59	1929	802	290	2880	300	.10
[fol. 3037]						2880	750	.26.
Laughlin	Kaufman	L-62	1937	911	584	3000	450	.51
Grisnik	Kaiser Pkg	L-181	1938	916	187	2880	200	.07
			Ewing Street					
Hillsdale Land	International Harvester	L-40, 42, 44, 46, 48, 50	1920	485	446	17280	15500	.90
Comfort	Nutrena Mills	L-49, 51	1937	886	609	5760	800	.14
Schilling	do	L-52-54	1929	803	515	5760	3500	.61
Herman	do	L-53	1937	886	607	2880	800	.28
Tourtellot	do	L-55	1937	886	608	2880	960	.33
Wilson	do	L-56, 58, 60, 62	1926	720	231	11640	17500	
						Impts.	12500	
						Land		
Lynch	Scherrer	L-77, 79	1933	863	104		5000	.43
						7200	8500	
						Impts.	6500	
						Land		
Armour & Co	Sonken-Galamba	Pt. SE¼ 10-11-25 & L-223, 225 Shutes Addn. This sale is a 1929 contract.	1939	937	275	87350	2000	.29
							23500	.27

[*] Cancelled in copy.

[fol. 3038] Page 27

Sales Data

District No. 4

West Bottoms—Kansas City, Kansas (Continued)

The West Bottoms of Kansas City, Kansas is an industrial district in some respects comparable to the Public Levee. This is one of the oldest industrial districts of Kansas City, Kansas. In prior years it was largely occupied by packing houses and kindred industries, such as, Armour & Co., Fowler & Co., etc.

This district also contains the old retail district of original Kansas City on James Street, and Central Avenue east of James Street. This property has, however, been going back for several years.

The lands in this area are, in the opinion of the appraiser, not quite as valuable as the lands on the Public Levee. They are, however, an indication of the value of industrial lands in the vicinity of the Public Levee and should be given consideration, especially those taking place subsequent to 1931.

[fol. 3039]

District No. 5

Central Industrial District—North of 12th St.

Kansas City, Missouri

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
		Pacific Place						
Longon	Guignan	L-1-2-3 B-5	1928	2835	387	9192	$3500	$ .38
Heins Co	KC Title	do	1923	2385	619	9192	3000	.33
Brancher-Payne	Worth	Pt. Blk 5	1936	3270	400	2693	500	.19
Rieger	do	do	1936	3270	401	5420	1000	.18
McClellan	do	do	1936	3270	399	2780	1000	.33
Ackerson	do	do	1936	3271	123	2738	500	.18
Voights	Imperial Casket	L-11 Blk 7	1927	2821	151	4050	2500	.62
Brown	do	L-9, 10 B-7	1927	2821	150	8100	5000	.62
Mo. Improvement	Hoaque Merc	Pt. Blk 5	1930	3032	425	6300	45000 (In ink) [6300*] 39330 (in ink)	.90
Thomas	Mo. Improve	L-1-2-3-4-5 Blk 3.	1930	2969	290	Land 12360	5670 (in ink) 11124	.90
Ross	Thomas	do	1928	2969	289	12360	9000	.73
[fol. 3040] Uihlein	Baellow	L-21-22 B-3	1936	3191	413	4800 Impts.	2500 800	
Tiernan	Dye Candy	L-11-12 B-2	1928	2982	56	Land 1700 4800 Impts	20000 14000	.35
							6000	1.25

[*] Cancelled in copy.

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Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Youngren	Economy Labs	L-11-12 B-2	1937	3335	384	4800	$8000	
						Impts	5000	
						Land	3000	.63
Martin	Central Storage Co	L-1 to 5 Blk 1	1920	211	32	15880	130000	
						Impts	100000	
						Land	30000	1.89
[fol. 3041]		West Kansas Addn. #1						
St.L.&K.C. Land	Forrester Box	Pt. B-20	1927	2797	384	30560	15000	.50
Pabst	Feirabend	Pt. B-34	1925	2550	483	6250	10000	
						Impts	3500	
						Land	6500	1.04
Otto	DeVilbiss	L-5 B-33	1932	3062	121	3000	1200	
						Impts	300	
						Land	900	.33
Knoepker	Forrester-Nace Box	E½ N½ B-22	1924	2460	288	23040	11520	.50
Cohen	Weill	L-12-13 B-22	1922	2344	250	5779	1600	.28
Morris	Cohen	L-20, 21 B-24	1922	2344	249	11400	9000	
		L-12, 13 B-22				Impts	3000	.53
						Land	6000	
						(Ink Correction [79*])		
Craver	Morris	do	1922	2262	370	11400	9000	
						Impts	3000	
						Land	6000	.53
						(Ink Correction)		

[*] Cancelled in copy.

Franch	Ross	L-25 B-31	1926	2654	188	10561	21026	2.00	
Bonniwell-Calvin Iron	Aermotor Co	L-13-14-15-16 B-31	1922	2238	449	11328	15000	1.33	
[fol. 3042]									
Steinmueller	do	L-12 B-31	1922	2275	629	2832	4200	1.48	
Wilson	Ross	Pt. Blk 31	1926	2648	386	6703	14094		
						Impts	500		
						Land	13594	2.01	
Griffith, Tr	do	Pt. Blk 31	1926	2631	256	13000	182835		
						Impts	158319		
						Land	24516	1.89	
Nottingham Finance	Traudt	L-22-23 B-24	1929	2944	120	5640	3500	.62	
			Page 29						
Cohen	Gordon	L-20-21 B-24	1925	2591	171	5640	11500		
						Impts	7500		
						Land	4000	.71	
Gordon	Heaton Inv	L-20, 21, 22, 23 Blk 24	1934	3171	325	11280	25000		
						Impts	16000		
						Land	9000	.80	
Bancroft	Ship by Truck	L-1-2-3-4 Blk 25.	1923	2469	324	12500	36000		
						Impts	18000		
						Land	18000	1.44	
Whitehead	Bancroft	L-3-4 B-25	1923	2353	347	6250	9900	1.58	
KC Mo	Doherty	L-15-16 B-25	1935	3275	78	5640	1100	.20	
Anheuser Busch	Bergold & Hovey	L-15 B-30	1921	2153	555	2832	4650		
						Impts	2075		
[fol. 3043]									
						Land	2575	.91	
Porawski	do	L-13-14 B-30	1921	2207	164	5664	5000	.88	

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Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Miller	Porawski	do	1921	2179	617	5664	$4000	$.71
Freeman-Duncan Rlty.	Clemens	L-7 B-30	1920	1945	612	2832	2400	
						Impts	400	
						Land	2000	.71
Mastin Rlty & Mining	DeWolff	L-6 B-30	1920	2077	40	2832	2250	.80
[fol. 3044]								
Clark	Lyons	L-2 B-30	1935	3212	241	2832	1000	
						Impts	500	
						Land	500	.18
Guthrie	Loewen	Pt. Blk 16	1932	3065	611	12449	30000	
						Impts	20000	
						Land	10000	.80
Clagett Sto. & Tfr. Co.	Admiral Hay Press Co.	Pt. Blk 15	1920	2076	139	12960	51500	
						Impts	12500	
						Land	39000	3.01
Rose	Silverman	Pt. L-16 to 19 Blk 26	1930	2970	106	7319	13500	
						Impts	4500	
						Land	9000	1.23
Smith	Indust. Land	L-21-22 B-26	1930	2970	107	4819	10500	
						Impts	4500	
						Land	6000	1.25
[fol. 3045]			Page 30					
Weill	Smith	L-21-22 B-26	1930	2966	522	4819	10500	
						Impts	4500	
						Land	6000	1.25
Smith	Indust. Land	Pt. Blk 29	1930	2966	622	20100	23000	1.14

Neff	Smith	Pt. L-12 to 17 Blk. 29	1930	2966	602	5107	6000	1.18
First Natl. Bank K C.	do	Pt. L-10-11 Blk 29	1930	2957	130	5304	6000	1.13
Freeman-Duncan Rlty.	do	L-5 to 9 Blk-29	1930	2988	36	14160	11000	.78
do	Kendig	do	1921	2188	34	14160	24000	1.69
		Turner & Co's Addn.						
Pettibone-Gardner	McDonald Mfg.	L-19 to 25 Blk-38.	1935	3209	482	22260	35000	
						Impts	25000	
						Land	16000	.45
Hausberg	Goldberg	Pt. L-11 Blk-39	1926	2646	597	3395	17000	
						Impts	8500	
[fol. 3046]						Land	8500	2.50
					(Ink correction)	3395		
Grant	do	Pt. L-12 Blk-39	1925	2544	88	[1524*]	17000	
						Impts	8500	
						Land	8500	2.50
Alma College, Mich.	Nathan	Pt. L-21 Blk. 39	1920	1945	587	2424	12500	
						Impts	4000	
						Land	8500	3.50
Bagnall	Tobin	L-7-8 Blk 39	1938	3365	152	5760	15000	
						Impts	12120	
						Land	2880	.50
Gilmore	Feeders Supply & Mfg. Co.	L-18-19-20 Blk 39	1937	3269	486	8640	11600	
						Impts	4400	
						Land	7200	.85

[*] Cancelled in copy.

[fol. 3047]

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Wilson	Crooks	L-7-8-9-10 Blk 41.	1922	2328	267	11520	$235370	$
						Impts	180000	
						Land	55370	4.80
Wilson	Crooks	Pt. L-6, B-41 T&C Addn; also pt. B-1 Coates & H. 2nd Add.	1922	2329	235	6012	20000	3.33
Dearing Inc.	Brokers Office & Whse Co.	do	1921	2077	401	6012	8000	1.33
Crooks	Union Land Co	Pt. L-10, all 11 to 16 B-43	1930	2980	238	19440	35000	1.80
Fidelity Natl. Co	Crooks	do	1930	2922	557	19440	35000	1.80
Rodgers, Tr.	Bonniwell-Calvin Iron	L-9 to 13 & W 12' L-14; B-43	1920	2038	220	15840	23100	1.46
Flower	K C Mo	L-9 & W. 6' L-10 B-43	1927	2786	461	3600	9000	2.50
Holmes	M-E Church	L-5 to 8, B-43	1929	2895	539	11520	25000	2.17
Metcalf	Holmes	L-5-6-7-8 Blk 43.	1928	2897	81	11520	23000	2.00
Jacques	Metcalf	do	1922	2230	357	11520	20000	1.74
Corse	Jacques	L-7-8 B-43	1920	2099	24	5760	8400	1.46
[fol. 3048]								
Chanute	do	L-5-6 B-43	1920	2096	191	5760	9120	1.58
Steritt	Genova	L-3-4 B-43	1936	3199	278	5760	7500	
						Impts	4500	
						Land	3000	.52
Lender	do	do	1936	3270	326	5760	7500	
						Impts	4500	
						Land	3000	.52
Bowling	Calkins	L-7-8 B-44	1920	2040	462	5760	27500	
						Impts	15000	
						Land	12500	2.17

Fid. Natl. Bk. & Trust	Rust	L-17-18-19-20 B-45	1920	2047	551	11520 Impts	35000 8000	
						Land	27000	2.34
Ackerman	do	L-23 B-45	1920	2150	231	2880	2550	.88
German	Rust Sash & Door	pt. L-25 B-45	1926	2748	313	2040	2500	1.23
[fol. 3049]			Page 32					
Stowe Supply	Gustin-Bacon	L-23& Pt. L-24 Blk 45	1925	2643	178	5378 Impts	$65000 50000	
						Land	15000	2.79
Messervy	Creamery Package Mfg.	L-21-22 B-52	1920	2113	434	5760 Impts	40000 35000	
						Land	5000	0.87
Cook-Smith	Gt. Western Mfg	L-17-18 B-52	1923	2346	407	5760 Impts	65000 45000	
						Land	20000	3.47
Fisher	Gustin-Bacon	L-19-20 B-52	1937	3271	635	11520 Impts	10000 2500	
						Land	7500	.65
Carr Rlty	Kidner	L-29-30 B-53	1926	2642	535	5760 Impts	48000 32500	
						Land	15500	2.69
Gwinne	Merrill	L-27-28 B-53	1920	2065	95	5760 Impts	32500 15500	
						Land	17000	2.95
Smith	Harbison Bldg. Co.	L-1 to 12 B-54	1920	2061	177	34560 Impts	300000 210000	
						Land	90000	2.61

[fol. 3050] Coates & Hopkins 8th Street Addn.

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Bayliss	Continental Oil Co.	L-10-11-12-13 B-2	1926	2363	186	11931	$27000	$
						Impts	9000	
						Land	18000	1.51
Snailes	Sonken	Pt. L-14-15-16-17 & E. 175' of B-5	1920	2112	49	16950	45000	
						Impts	25000	
						Land	20000	1.18
Thompson	Chandler Pump & Supply	L-20 to 23	1920	2038	329	11409	44000	
						Impts	26000	
						Land	18000	1.59
Eddy, Tr	Sewell Paint & Glass Co.	L-28-29	1923	2436	338	6607	8500	1.29

[fol. 3051] Page 33

Bayliss	Sewell Paint	L-28-29	1923	2438	152	6607	$8500	$1.29
Barclay	Peltsman	L-26-27	1937	3303	512	6480	5000	.77
Chandler Supply Co.	McCarty, etal	L-20-21-22-23	1936	3276	56	11409	15000	
						Impts	12000	
						Land	3000	.26
Russell	Peppard, Tr.	Parcel adjoin. L-52 on West	1925	2586	601	8500	9175	1.08
do	Scheider	do	1922	2309	3	8500	47500	
						Impts	32500	
						Land	15000	1.77
Faeth Co	Peppard	Pt. Blks 5 & 8	1927	2819	612	8850	11700	1.32

D. M. Jarboes Sub. of Block 1, Coates & Hopkins 2nd Addition

						Land	15000 (In ink) 10000 (In ink)	
Devol	Sipe	L-5-6-7-8-9	1920	2021	528	9259	25000	1.62
Wilser	Crooks Terml. Whse.	L-10-11-12	1935	3159	617	7431	4000	.54

[fol. 3052] This area, from 12th Street on the south, State Line on the west, railroad yards on the North and East, is one of the oldest Wholesale and Warehouse districts in Kansas City, Mo., and, prior to the depression, one of the most valuable. From an inspection of the sales submitted for this area it will be noted that a drastic decrease in values has taken place here subsequent to 1931. These sales are not submitted as a direct comparison with the Public Levee but are shown for the purpose of indicating the price of good wholesale property prior to and during the depression, also, to show that values in the more congested areas are decreasing and those wholesale and industrial properties in the less congested areas are at least holding their own. The lands in this area being used largely for wholesale purposes, as is the Kansas City Food Terminal, these sales should be given some consideration.

[fol. 3053]

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Sales Data

District No. 6

Central Industrial District—South of 12th Street

Kansas City, Missouri

Depot Addition

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Faeth	Goulding	L-3 Blk. 1	1920	2040	622	2990	$10350	$3.46
Flannigan	Kramer	L-4, 5, Blk. 1	1925	2551	182	5980	13800	2.31
Dexter	do	L-6, 7, Blk. 1	1920	2039	413	5842	23000	3.94
Harvey	do	L-3 to 10, B-2	1921	2229	544	22880	93864	
						Impts	100000	
						Land	83864	3.66
Whipple	C M St P & P	L-1, 2: Blk 9	1929	2924	71	12650	35000	2.77
Muston, et al	do	L-3, 4, 5; Blk. 9	1929	2903	501	15180	27618	1.82
Day	C W Armour	L-4, Blk. 9	1923	2104	527	5060	9000	1.85
John Deere Plow Co.	City-Kansas City Missouri	L-11, Blk. 8	1924	2470	472	5060	10000	1.98
[fol. 3054]								
Alford, Admr.	Kramer	L-13, 14, Blk. 8	1935	3208	192	10120	6000	.59
Secrest	do	L-15, Blk. 8	1937	3312	359	5080	4000	.79
City-Kansas City, Mo.	International Harvester	L-17, 18, Blk. 8	1924	2495	522	10120	45000	
						Impts.	23500	
						Land	21500	2.13
King	Kramer	L-23, 24, 25 Blk. 8	1937	3272	149	15180	9600	.63
Kenaston	do	L-27, 28, 29 Blk. 8	1933	3171	439	15180	10000	.66

Mpls. Moline Power Impl.	do	L-30, 31-32 Blk. 8	1934	3125	480	15180 Impts.	21000 7000		
						Land	14000	.92	
C R I & P	do	Pt. of Lot 33 Blk. 8	1938	3352	181	7096	9000	1.27	
		West Kansas Addition #2							
Price	do	L-7, Blk. 4	1920	2092	192	2921	3200	1.10	
Angell	do	L-1 to 6 Blk. 4	1921	2245	288	16891	46550	2.76	
Dolan	do	L-8, 9, Blk. 4	1931	3040	479	4416	11000	2.49	
Duke	Rock Island Implement Co.	L-22-24, Blk. 3 & undiv. ½ int. in E½ L-24, Blk. 6	1920	2089	386	9906	19000	1.92	
[fol. 3055]		Page 35							
Orenderff & Ingersoll	Oliver Chilled Plow Works	L-9 to 16, Blk. 6 & undiv. ½ int. E ½ L-24, Blk. 6	1920	2103	222	25146 Impts.	375000 (in ink) 250000 (in ink)		
						Land	125000	4.98	
Oliver Farm Equip.	A T & S F Ry	L-17 to 23 & W ½ L-24, Blk. 6	1930	2936	399	22860 Impts.	115000 37500		
						Land	77500	3.39	
Rock Island Impl. Co	Stowe Hdwe	L-22 to 27 & W. 9' L-28, Blk. 3	1937	3276	555	20193	16000	.80	
School Dist. K. C. Mo.	Liquid Carbonic Corp.	Lots 10 to 18, Block 12	1934	3163	38	26502	35000	1.32	
		Skiles & Western Addition							
Cunningham	M-K-T RR	Lots 9 to 15 Block 1	1929	....	....	23438	115000	4.91	
[fol. 3056]									
Taylor	Parker	E. 96' Lot 13 Blk. 2	1920	2092	569	2400 Impts.	8000 1500		
						Land	6500	$2.71	

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Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Gentry	Farley	Lots 14 and 15 Block 2	1920	2068	92	6000	$21250	$
						Impts.	3500	
						Land	17750	2.96
Baxter	Hutchins	E. 96′ Lot 9 Block 2	1933	3118	21	2300	6500	
						Impts.	2500	
						Land	4000	1.74

This part of the Central Industrial District—south of 12th Street, north of 17th Street, east of the Stock Yards, and west of the railroad yards—represents one of the oldest, most highly developed, and highest priced wholesale and warehouse districts in Kansas City, Missouri. These sales are not shown for direct comparison with the Public Levee, but to show the unit prices of this type of land and the drastic decrease in value that has taken place in this area subsequent to 1931.

Sales Data
District No. 7
Kansas City, Missouri

[fol. 3057]

Grantor	Grantee	Description	Date	Recorded Book	Recorded Page	Area (Sq. Ft.)	Consid.	Unit price (per s.f.)
Central Coal & Coke	Centralized Yards, Inc.	Pt. Lots 42-43-44 Hurcks Sub., and Pt. NW ¼ 33-50-33	1940	3419	143	97040	$15000	$0.15
Kansas City Gas Company	North Kansas City Dev. Co.	Lots 3 to 12, Blk. "E", Old Town Reserve & Pt. 32-50-33	1940	3425	533	304679	60936	0.20
N. Kansas City Bridge & R. R.	Centralized Yards, Inc.	Pt. fr. 32-50-33...	1940	3425	574	1088636	337147	0.31

The above sales represent the assembly for the consolidated yards, team, and inspection tracks of the four railroads represented as plaintiffs in the Kansas City, Kansas, Food Terminal case.

The first sale is for a small interior area with no street frontage or access, lying between Troost and Lydia Avenues.

The second sale is for the entire Gas Company tract, extending from Front St. northerly to the 100 ft. strip bordering the [fol. 3058] south bank of the Missouri River. Only the southerly or more valuable part of this sale was included in the following sale.

The first and last sales together represent the total area of the new yard.

This assembled tract has excellent trackage facilities. The unit for the bare land for the entire tract is $0.297 per sq. ft., for 1,185,676 sq. ft. To place this land in a comparable condition with the Public Levee requires approximately $18,000 for grading. The access for this area is poor, as hitherto described. To eliminate grade crossings except that of The Kansas City Southern, the city of Kansas City, Missouri, will construct a viaduct from the consolidated yards up Grand Avenue, coming to grade at Second Street. The four railroads in the consolidated yards will pay $175,000. of the cost of this viaduct.

To place the land in these sales in comparable condition with that of the Public Levee it is necessary for these four Carriers to pay the consideration as stated herein, plus $18,000. for grading, plus $175,000. for a viaduct, resulting in a final unit of $0.46 per sq. ft. as the cost to the four railroads. The appraiser, however, does not assert that this cost represents the actual market value of this land.

After these improvements have been constructed, the Public Levee will yet be superior to the consolidated tract as regards ac- [fol. 3059] cess, but the proximity of the consolidated yards to lands of higher value in Kansas City, Missouri, in some respect compensates for other deficiencies, and, therefore, the two tracts will be fairly comparable.

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Statistics

Kansas City, Missouri

Postal Receipts—Bank Clearings—Building Permits—Population

Year	Postal Receipts	Bank Clearings	Building Permits
1923	$8,528,142	$6,881,500,000	$24,843,700
1924	9,047,580	6,581,600,000	21,864,890
1925	10,129,479	7,036,400,000	38,382,965
1926	11,206,436	7,301,500,000	23,116,740
1927	11,017,898	7,245,200,000	15,213,875
1928	10,599,746	7,254,000,000	15,826,900
1929	10,473,432	7,451,000,000	15,270,750
1930	9,488,271	6,302,200,000	15,942,335
1931	8,241,407	4,399,800,000	5,720,950
1932	7,087,919	3,185,800,000	2,241,100
1933	7,177,904	2,864,000,000	1,247,000
1934	7,354,564	3,618,700,000	1,823,700
1935	7,513,443	4,348,100,000	4,467,300
1936	8,208,670	4,768,000,000	3,893,500
1937	8,373,315	5,258,142,000	3,476,050
1938	8,083,923	4,403,960,000	3,446,000
1939	8,122,460	4,766,500,000	2,716,400

[fol. 3060]

Year	Population 1930	1920	1910	1900
Population	399,746	324,410	248,381	163,752
Per cent of increase over preceding period	23.2%	30.6%	51.7%	

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Statistics

Kansas City, Kansas

Postal Receipts—Bank Clearing—Building Permits—Population

Year	Postal Receipts	Bank Clearings	Building Permits
1923	$335,788	$265,959,973	$5,235,140
1924	362,121	242,212,741	4,225,444
1925	373,713	210,272,258	3,598,240
1926	522,511	220,000,125	2,538,676
1927	442,348	123,006,603	1,586,790
1928	403,690	110,239,313	1,634,277
1929	403,620	114,016,860	1,843,761
1930	408,093	113,094,501	1,330,053
1931	392,538	119,280,176	647,147
1932	341,467	90,428,982	288,085
1933	358,286	63,522,880	183,637
1934	382,589	71,789,381	264,030
1935	399,240	68,981,328	1,917,257
[fol. 3061]			
1936	437,889	*141,476,677	590,365
1937	475,604	201,537,363	642,112
1938	464,820	193,163,043	1,988,218
1939	485,630	206,826,502	2,753,433

*The large increase in Bank Clearings 1936 compared with 1935 due, in large measure, to including activities of several banks not previously accounted for in the total bank clearings prior to 1936. The figures for the years 1937, 1938, and 1939 cover the same institutions included in the 1936 figures.

Year	Population 1930	1920	1910	1900
Population	121,857	101,177	82,331	51,418
Percent of increase over preceding period	20.4%	22.9%	60.1%	

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Opinion Data

H. H. Halvorson: $0.30 per sq. ft.

Mr. Halvorson is one of the most active realtors in Greater Kansas City, specializing in Industrial Property. He has assembled many properties for industrial purposes, and has made many important appraisals of industrial property.

Geo. J. Miller: $10,000 per Acre
$0.23 per sq. ft.

[fol. 3062] Mr. Miller is an active Realtor, specializing in industrial properties, and has assembled many properties, including lands in Kansas City for market purposes, and has made many appraisals. Mr. Miller states that, in his opinion, both the Centralized Yards and the Woodswether districts are more valuable than the Public Levee.

C. E. McLaughlin: $0.023 per sq. ft.
$1,000 per Acre

Mr. McLaughlin is a prominent Realtor in Kansas City, Missouri, and is the Manager of the Woodswether Industrial District. Mr. McLaughlin's opinion is based on bare land with no improvements except filling. He states that the Woodswether Industrial District as a whole is worth approximately $0.30 per sq. ft., and in his opinion is more valuable than the Public Levee.

H. R. Ennis: $0.25 per sq. ft.

Mr. Ennis is a prominent Realtor, specializing in industrial and business property. Mr. Ennis has made many appraisals in this area especially of industrial properties. He states that the lands in the new Consolidated Yards, and the Woodswether Industrial District, are worth more than the lands of the Public Levee.

C. W. Chandler: $0.50 per sq. ft

Mr. Chandler is now in the Tax Department of the Kansas City Southern Railway, and is also doing special appraisal

[fol. 3063] work in connection with the reappraisal of all Real Estate for assessment purposes in Kansas City, Mo. and Jackson County, Mo. When the K.C.S. Ry. maintained a Valuation Department Mr. Chandler was Chief Land Appraiser. He has appraised all of the lands of that Carrier in Greater Kansas City, and on the entire system. He has had wide experience in the buying of right-of-way and yard properties for said railroad. Mr. Chandler states that he understands the cost of the Centralized Yards—land purchase price, grading, and viaduct construction—will be approximately $0.50 per sq. ft., and in his opinion the Food Terminal on the Public Levee is worth fully as much in its improved condition.

[fol. 3064] Page 40

Leases on Public Levee

Lessor: City of Kansas City, Kansas.

Lessees: The Union Pacific and The Missouri Pacific Railroads (jointly).

Ordinance #28970 Exhibit No. 185 Dated 4-13-37 Term 30 years.

Area 83,334 sq. ft. Annual rental $3,000. Based on $0.036 per annum at 6 per cent—$0.60 per sq. ft. Section 16 of the Ordinance states value of Union Pacific right-of-way is $5,681. for 9,460 sq. ft. or $0.60 per sq. ft. This agreement was later modified to include 11,335.6 sq. ft. or at the rate of $0.50 per sq. ft.

* * * * * * *

Lessor: City of Kansas City, Kansas.

Lessee: The Board of Public Utilities, Kansas City, Kansas. Ordinance #28170. Repeals Ordinance #28158. Exhibit No. 170. Annual rental $5,200. for 157,964 sq. ft., less a strip 17 ft. wide for right-of-way across tract. Rate $0.036 per square foot.

Dated 2-4-36. Term 30 years. Unit $0.60 per square foot Area covered in lease is east of Minnesota Avenue Extension, now included in the Food Terminal. Mr. Skinner, City Attorney, advises that a new lease on same terms is being prepared covering lands on the west side of Minnesota Avenue Extension. Lessee can sublease at rate of $0.036

[fol. 3065] per sq. ft. per annum. After Bonds are retired no further rents are required from the lessee.

• • • • • • •

Lessor: City of Kansas City, Kansas.
Lessee: Kaw Point Boat & Motor Company.
Ordinance #28154. Exhibit No. 165. Effective 6-15-36. Tract "E" for 30-year term 65,000 sq. ft. $2,400 per annum = $0.60 sq. ft.
Tract "E" for 26-year term 88,000 sq. ft. $3,168 per Annum = $0.60 sq. ft.

• • • • • • •

Lessor: City of Kansas City, Kansas.
Lessee: The Inland Waterways Corporation.
Ordinance #28157. Exhibit No. 168. Term 30 years, beginning 6-15-36. $9,000 per annum.
Option to Lessee to renew lease up to a 60-year term, any time within next 20 years. Area in lease is indefinite as portion of lands in lease are now in the Food Terminal and part in the Team Track Yard.
Mr. Skinner, City Attorney, advises a new agreement is to be made with Lessee more specifically to define terms of lease.

• • • • • • •

[fol. 3066] Lessor: City of Kansas City, Kansas.
Lessee: Hart-Bartlett-Sturtevant Grain Company.
Ordinance #28159. Exhibit No. 62-C. Term 30 years, beginning 6-15-36. Area 85,000 sq. ft. This lease is for grain elevator and its facilities, no land value can be determined from lease.

• • • • • • •

Lessor: City of Kansas City, Kansas.
Lessee: Hart-Bartlett-Sturtevant Grain Company.
Ordinance #28155. Exhibit No. 166. Term 30 years, effective 6-15-36. Area 12,000 sq. ft. Annual rental $432. Capitalized at 6% = $7,200. or $0.60 per sq. ft., or on basis of $0.036 per sq. ft. per annum rental.

• • • • • • •

Lessor: City of Kansas City, Kansas.
Lessee: The Union Pacific Railroad.
Ordinance #30240. 1925 sq. ft., annual rental $69.32 = $0.60 per sq. ft. capitalized at 6%, or $0.036 per sq. ft. per annum rental. Lease approved by the City 11-10-38. One year term, renewable for 20 years.

• • • • • • •

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In connection with all of the above leases reference should be made to Ordinance No. 28161, dated 1-30-1936, [fol. 3067] passed by the City of Kansas City, Kansas, relative to rates and rentals to be charged in leasing lands on the public levee. The rental of $0.036 per sq. ft. per annum, or $0.60 per sq. ft. capitalized at 6% is established by Legislative action. Section 7 of the Ordinance is as follows:

"Section 7. The foregoing rates and charges as well as the value placed upon the above described property for rental or leasing purposes may be changed or readjusted from time to time and, in any event, such rates and charges and the value placed on such land for rental or leasing purposes shall be established, revised and maintained so as to provide sufficient revenue each year for the payment of the proper and reasonable expenses of operating the Public Levee and for the establishment of a sinking fund sufficient to meet the principal of and interest on the revenue bonds to be issued by the City to defray the cost of making the improvements."

The last paragraph of the Preamble of the Ordinance contains the same thought. It therefore appears that the city commissioners, in prescribing the rental to be charged for the use of the public levee were concerned more with the amount of revenue needed to keep the Food Terminal in an adequate state of repair and to meet interest and sinking fund requirements of the bonds then with the matter of the fair market value of the leased real estate. This fact [fol. 3068] should be borne in mind in using the city's leases as indications of land values.

• • • • • • •

Lessor: City of Kansas City, Kansas.
Lessee: The Union Pacific Railroad.

Ordinance #30237 and Ordinance #30276. Exhibit 62-B. 30-year lease, with option to extend for three periods of 23 years each. Dated 11-8-1938. Area 24.7 acres—reserving right of U. S. Government to construct dyke on harbor line. Rental $10,760 per annum. Capitalized at 6% = $0.166 or $0.01 per sq. ft. per annum rental. This lease is for unfilled, undeveloped land. The Lessee agrees to fill, grade, and fully develop it. The appraiser's comments, above, in connection with Ordinance #28161, as to weight to be accorded the city's leases as criteria of fair land values are applicable to this lease.

• • • • • • •

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Lessor: City of Kansas City, Kansas.
Lessee: The Union Pacific Railroad.
Ordinance #30389. Exhibit #62-B.
Grants the right to construct lead tracks across a part of the Levee to connect the team track or inspection yards with the Lessee's main track. There is no rental or land value involved in this Ordinance and same is cited for [fol. 3069] reference only.

• • • • • • •

The two following leases are not cited as supporting data in this appraisal, but for reference only. These two lessees have been on the Levee for many years, and the leases were made prior to any development of the Levee. The rentals are not representative of present land value on the Public Levee. Further, there is a question as to the actual area used under the Liggett lease.

Ordinance #25526.

City of Kansas City, Kansas, to J. M. Liggett for the Kansas City Box & Basket Mfg. Co., dated 3-27-1930, for fifty years, annual rental $30.00 for approximately 102,750 sq. ft. or 2.36 acres. Annual rental $30.00, at 6% = $500. or $212.00 per acre. Subsequent to this lease a portion of this area has been taken away from Lessee who is now using approximately 1.25 acres, or at the rate of $400. per acre.

Ordinance #26128.

Kansas City, Kansas, to Kansas City Steel Foundry Co., dated 1-1-1930, 50-year term, annual rental $200., area 5

acres. Capitalized at 6% = $3,300., or at the rate of $660. per acre.

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Assessments:

We are incorporating in this report the latest assessments of comparable areas in both Kansas City, Kansas and Kansas City, Missouri, including the tax rate effective in both [fol. 3070] cities. These assessments are not shown as a basis or comparison of values in the two cities or for the various districts, nor are they shown as supporting data for the units applied to the various zones. My investigations in Greater Kansas City have disclosed the fact that the assessments cannot be depended upon as a basis of value or even a ratio on which to base values. They are submitted only as supplemental data for whatever they may be worth.

The assessments included herein are set up according to the seven districts used for the presentation of sales data.

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Kansas City, Kansas, Food Terminal

Tax Levy

	Kansas City, Kansas	Kansas City, Missouri
State	$0.2074	$0.12
County	1.60	.72
School	2.11	1.40
City	2.1886	1.50
Total general tax	6.106	3.74
• • • • • • •		
Fairfax Drainage, Special	0.52	
• • • • • • •		
Kaw Valley Drainage, Special	0.50	
• • • • • • •		

[fol. 3071]

Assessments

District No. 1

Fairfax Industrial District

Description	Year	Area	Assessed Value	Per Acre	Per Sq. Ft.
28-10-25; Part SE 1/4	1939	7.20	$1600	$220	....
Part of	1939	66.33	8500	130	....
Part SW 1/4	1939	3.10	620	200	....
Part SE 1/4	1939	128.30	25600	200	....
27-10-25; Part SW 1/4	1939	2.04	2550	1220	....
Part SW 1/4	1939	1.16	1450	1250	....
Part SW 1/4	1939	141.43	28750	200	....
Part SE 1/4	1939	11.19	6130	550	....
Part SE 1/4	1939	2.10	2630	1250	....
Part SE 1/4	1939	.60	620	1050	....
Part SE 1/4	1939	3.11	3890	1250	....
Part SE 1/4	1939	2.92	1020	350	....
Part NE 1/4	1939	62.40	9360	150	....
Part NE 1/4	1939	20.45	7150	350	....
Part NW 1/4	1939	120.74	24040	200	....
Part W 1/2	1939	126.20	18930	150	....
26-10-25; Part SW 1/4	1939	26.66	3880	145	....
33-10-25; Part NE 1/4	1939	7.08	1500	200	....
Part of	1939	3.39	850	250	....
34-10-25; Part NE 1/4	1939	2.60	520	200	....
[fol. 3072]					
Part NE 1/4	1939	69.65	$21420	$300	....
Part NW 1/4	1939	84.38	17960	210	....
Part SW 1/4	1939	6.33	3170	500	....
Part SE 1/4	1939	17.04	5730	330	....
Part of	1939	40.00	16000	400	....
Part of	1939	23.86	9000	380	....
35-10-25; Part SW 1/4	1939	14.90	560	[370*]	....
			(pen & ink notation)	38	
Part of Sec. 26, 27 and 35	1939	506.24	6530	13	(Airport)
2-11-25; Part NW 1/4	1939	41.72	40920	1000	....
Part NW 1/4	1939	2.37	2290	950	....
3-11-25; Part NE 1/4	1939	1.40	670	480	....

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Assessments

District No. 2

Third Street District

Description	Year	Area	Assessed Value	Per Acre	Per Sq. Ft.
Block 1 (Wyandotte City)					
Lots 1 to 6 inclusive	1939	39600	$1370	....	$0.035
Block 2:					
Lots 1 to 5, incl.	1939	33000	1140	....	.035
Lot 6	1939	6600	50	....	.008
Block 6:					
West 40 ft. Lot 3	1939	1760	20	....	.01
Block 7:					
[fol. 3073]					
Lots 1 and 2	1939	13200	$200	....	$.015
Lot 3	1939	6600	100	....	.015

[*] Cancelled in copy.

Description	Year	Area	Assessed Value	Per Acre	Per Sq. Ft.
Block 8:					
Lots 3, 4 and 5	1939	19800	$300	....	$.015
Lot 6	1939	6600	150	....	.023
Block 10:					
Lots 4, 5 and 6	1939	19800	450	....	.023
Block 11: (Wyandotte City)					
Lot 1	1939	6600	100	....	.015
Lot 2	1939	6600	200	....	.03
Lots 3, 4, 5 and 6	1939	26400	400	....	.015
Block 13:					
Lots 1 to 6, incl.	1939	47100	5480	....	.115
Block 17;					
Lots 1, 2 and 3	1939	19800	2000	....	.10
Block 18:					
N. 10′ adj. L–1; L–1 and 2	1939	13200	440	....	.033
Lot 3	1939	6600	220	....	.033
Lot 4	1939	6600	110	....	.017
Lots 5 and 6	1939	13200	410	....	.031
Block 19:					
E. 75′ Lots 1 & 2	1939	7350	1000	....	.135
Lots 3 and 4	1939	13200	1000	....	.075
[fol. 3074]					
Lots 5 and 6	1939	13200	1780	....	.135
Block 21: (Wyandotte City)					
Lots 1 to 6, incl.	1939	47100	5480	....	.115
Block 22:					
Lots 1 to 6, incl.....	1939	42600	5680	....	.135
Block 23:					
Lots 2 to 6, incl.	1939	34500	1500	....	.044
Block 24:					
Lot 1	1939	6600	250	....	.038
Lot 2	1939	6600	200	....	.03
Lot 3	1939	6600	400	....	.06
Block 25:					
Lot 1	1939	6600	300	....	.045
Lots 2, 3, 4 and 5	1939	26400	800	....	.03
Lot 6	1939	6600	250	....	.038
Block 26:					
Lots 3, 4, 5 and 6	1939	26400	1000	....	.038

District No. 3

Woodswether Industrial District—Kansas City, Missouri

Block 3:			Per Lot		
Lots 1 to 11, incl.	1939	5625	1260	....	.225
Lots 17 to 30, incl.	1939	6975	1260	....	.18
Block 4:			Total		
Lots 5 to 11, incl.	1939	47250	8820	....	.186

[fol. 3075]

Description	Year	Area	Assessed Value	Per Acre	Per Sq. Ft.
Lot 12	1939	7335	$1710	....	$.23
Block 5:					
Lots 1 to 7, incl.	1939	46128	8820	....	.19
Block 6:			Per Lot		
Lots 1 to 4, incl.	1939	5625	1710	....	.30
Lots 5 to 8, incl.	1939	5625	1260	....	.225
Lots 12 to 20, incl.	1939	5625	1260	....	.225
Block 8:					
Lots 2 to 8, incl.	1939	5625	1260	....	.225
Lots 10 to 14, incl.	1939	5625	1260	....	.225
Lots 21 to 28, incl.	1939	5625	1260	....	.225
Lots 30 to 34, incl.	1939	6975	1260	....	.18
Lots 47 to 56, incl.	1939	6975	1260	....	.18
Lot 1	1939	5670	1710	....	.30
Lot 57	1939	5680	1260	....	.22
Block 9:			Total		
Lots 1 to 10, incl.	1939	47070	12600	....	.27
Block 11:			Per Lot		
Lots 1 and 2	1939	5625	1260	....	.225
Lots 3 and 4	1939	5625	1710	....	.30
Lots 5 to 7, incl.	1939	5625	1260	....	.225
Lots 19 to 25, incl.	1939	5625	1260	....	.225
Lot 26	1939	9230	2020	....	.22

[fol. 3076]

Lot 27	1939	7625	2290	....	.30
Lots 28 and 29	1939	5625	1710	....	.30
Lot 30	1939	9090	2750	....	.30
			Total		
Lots 33 to 45, incl.	1939	66690	9490	....	.145
Lots 46 to 51, incl.	1939	31650	4380	....	.14

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Block 12:			Per Lot		
Lots 18 to 22, incl.	1939	5625	100	....	0.018
Block 13:					
Lots 4 to 33, incl.	1939	5625	100	....	.018
Block 14:					
Lots 3 to 11, incl.	1939	5400	100	....	.0185
Block 17:					
Lots 2 to 7, incl.	1939	5625	180	....	.032
Lots 11 to 22, incl.	1939	5625	100	....	.018
Lots 26 and 27	1939	5625	200	....	.035
Lots 30 to 34, incl.	1939	5625	100	....	.018
Block 18:					
Lots 1 to 14, incl.	1939	5625	100	....	.018
Lots 23 to 27, incl.	1939	5625	100	....	.018

[*] Cancelled in copy.

[fol. 3077] Page 51

Assessments

District No. 4

West Bottoms—Kansas City, Kansas

Description	Year	Area	Assessed Value	Per Acre	Per Sq. Ft.
James Street					
Lot 8	1939	2880	$500	....	$0.173
Lot 10	1939	2880	300	....	.104
Lot 12	1939	2880	200	....	.069
Lots 18, 20, 22, 24, 26, 28, 30	1939	20160	2100	....	.104
Lots 48 to 62	1939	20160	4350	....	.216
Lots 6 to 11, Richards	1939	12456	3000	....	.24
Lots 1 to 29, incl.	1939	43200	8650	....	.20
Lots 31 to 53	1939	34560	4700	....	.136
Lots 207 to 215, 245 to 255	1939	31680	7700	....	.243
First Street					
Lots 146 to 152, incl.	1939	11520	1600	....	.139
Gunn Sub; Lots 18 to 26	1939	23040	3200	....	.138
Lots 244 to 256, incl.	1939	20160	2800	....	.139
Lots 191 to 237	1939	69120	7350	....	.106
Lots 239 to 255, incl.	1939	25920	2100	....	.081
Water Street					
Lots 78 to 104, incl.	1939	43120	3000	....	.062
Lots 124 to 136, incl.	1939	20160	2000	....	.10
Ewing Street					
[fol. 3078]					
L–30 to 50 & strip 60 x 71	1939	35940	15000	....	.417
Lots 3 to 39, incl.	1939	54720	7870	....	.144
Lots 77 to 85, incl.	1939	14400	2400	....	.167
Tract SW cor. Central & State	1939	.04	250	6250	.143
Tract NE cor. L–61 on Ewing	1939	.43	2200	5138	.118

Part of Lot 1; lying west of State Line and east of Joy Street, north of Central Avenue viaduct and south of Lot 4.

Armour & Co.	1939	1.21	$9210	$7500	$0.17

* * * * * * *

Part of Lot 2; lying west of Joy Street and east of Ewing Avenue, north of Central Avenue viaduct and south of Lot 4.

Armour & Co.	1939	0.99	7550	7500	.17

* * * * * * *

Part of Lot 3; lying west of Ewing Avenue; east of the alley west of Ewing Avenue; south of Central Avenue viaduct; and north of Meyers Avenue.

Armour & Co.	1939	0.28	890	3200	.073

* * * * * * *

Part of Lot 4; lying west of State Line; east of James Street; north of Central Avenue viaduct and Lots 1, 2 and 3; south of Frisco tracks and Riverview Avenue.

Armour & Co.	1939	19.48	204730	10500	.24

* * * * * * *

[fol. 3079] Part of Lots 5, 6 and 7; lying west of State Line; south of Woodswether Industrial District; north of Lot 4 and Frisco tracks; East of Ohio Avenue.

Description	Year	Area	Assessed value	Per Acre	Per Sq. Ft.
Armour & Co.	1939	11.78	$16820	$1400	$.032

* * * * * * *

Stock Yards District (Missouri)

Area lying east of the State Line and West of Genesee Street; north of 17th Street and south of the 12th Street viaduct.

Land #1	1939	29.78	1,001,210	[33000]*	[.75]*
	(pen & ink notation)			33620	.77

* * * * * * *

Area lying east of the State Line and west of Genesee Street; north of the Rock Island Railway and south of 17th Street.

Land #2	1939	11.05	262120	[23000]*	[.53]*
	[pen & ink notation]*			23720	.77

* * * * * * *

Area lying east of State Line and west of Genessee Street; south of the Rock Island Railway and north of 19th Street.

Land #3	1939	1.68	$27600	$16500	$0.38

* * * * * * *

Area lying east of State Line and west of Genesee Street; south of 19th Street and north of 23rd Street viaduct.

Land #4	1939	5.28	89,080	17000	.39

* * * * * * *

Area lying between Genesee and Wyoming Streets; south of 19th Street and north of the 23rd Street via-
[fol. 3080] duct.

Land #5	1939	6.1	$92340	$15000	$ .35

* * * * * * *

Stock Yards District (Kansas)

Area lying west of State Line; South of the Union Pacific bridge and adjoining railroad tracks; east of Kansas River

[*] Cancelled in copy.

and adjoining railroad tracks; north of Rock Island bridge and adjoining railroad tracks.

Tracts - A - B - C - D - E	1939	20.5	447950	22000		.50

* * * * * * *

Area known as the "North Side Yards", lying west of First Street and east of the Kansas River; south of Central Ave., and north of Missouri Pac. bridge.

Tracts - F - G - H - I	1939	14.17	130880	9300		.21

* * * * * * *

Area lying south of Central Avenue; west of Kansas River; north of Missouri Pacific bridge; and east of Missouri Pacific tracks.

Tracts - L - M - N - O	1939	16.94	50200	3000		.07

* * * * * * *

Area known as "Quarantine Yards" lying west of Kansas River; north of Rock Island bridge; south of west approach to Union Pacific bridge; and south and east of Union Pacific tracks.

Tracts - P - Q - R	1939	21.15	136830	6500		.15

* * * * * * *

[fol. 3081]

Description	Year	Area	Assessed value	Per acre	Per Sq. Ft.
Cudahy Packing Company.....	1939	18.84	$103000	$5500	$.125
Swift & Company.....	1939	23.06	174270	7500	.17
Wilson & Company.....	1939	18.93	86300	4500	.10
Morris—K. C. Cold Storage.....	1939	17.85	57630	3100	.07

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Assessments

District No. 5

Central Industrial District—North of 12th Street

Description	Year	Area	Assessed value	Per acre	Per sq. ft.
Block 5, Pacific Place		Per Lot			
Lots 3, 6, 11 to 16, 20 to 23, 26 to 40, and 43.....	1939	3000	$650		$0.215
Lots 4 and 5.....	1939	3000	400		.135
Lots 7 to 10, 41, 42, 44, 45.....	1939	3000	640		.21
Lots 17, 18, 19.....	1939	3000	660		.22
Lot 24.....	1939	3000	930		.31
Lot 25.....	1939	3000	990		.33

Description	Year	Area	Assessed value	Per acre	Per sq. ft.
Block 6, Pacific Place					
Lots 3 to 19, incl.	1939	4050	$1070		$.26
Block 43, Turner & Co. Addn.					
Lots 3 to 8, incl.	1939	2880	2050		.72
			Total		
E 18' L-10, all 11 to 16, incl.	1939	19440	14280		.72
S 1/2 Block 43 except RR lands.	1939	39713	27360		.70
[fol. 3082]					
Block 44, Turner & Co. Addn.			Per Lot		
Lots 1 to 4, incl.	1939	2880	1710		.60
Lots 5, 6, 11, 14	1939	2880	1620		.56
Lots 7 to 10, 12, 13	1939	2880	1625		.56
Lots 15 and 16	1939	2880	2040		.70
Lots 23 to 28, incl.	1939	2880	2050		.70
Lots 17 to 20, incl.	1939	2880	1900		.66
Lots 29 to 32, incl.	1939	2880	2125		.70
Block 53, Turner & Co. Addn.					
Lots 1 to 4, incl.	1939	2880	2265		.78
Lots 5 to 10, incl.	1939	2880	2050		.70
Lots 11, 12, 13	1939	2880	2025		.70
Lots 14, 15, 16	1939	2880	2185		.76
Lots 17, 18, 31, 32	1939	2880	2895		1.00
Lots 19 to 30, incl.	1939	2880	2675		.93
Block 54, Turner & Co. Addn.			Total		
Lots 1 to 7, and 18' L-8	1939	22320	16500		0.75
Lots 9 to 12, and E. 6' L-8	1939	12240	8550		.70
Lots 13 to 16, incl.	1939	11520	9060		.78
Lots 17, 18, 19 & part 20	1939	10440	11120		1.05
L-21 to 25, incl. & pt. L-20, 26	1939	16080	15390		.96
L-27 to 30, incl. & pt. L-26	1939	13800	12800		.93
Lots 31 and 32	1939	5760	5790		1.00
[fol. 3083]					
Block 22, West Kansas Addn. #1					
North half Block 22	1939	46080	8200		.175
Block 26, West Kans. #1			Total		
Lots 12, 13, 14	1939	7100	5690		.80
Lots 23 to 26, incl.	1939	11280	6260		.55
Block 30					
Lots 1 to 7, incl.	1939	19820	8760		.45
Lots 19 to 28, incl.	1939	28320	16200		.57
Block 31					
Lots 8 to 11, incl.	1939	11328	4210		.36
Lots 17 to 20, incl.	1939	11328	6760		.60
Block 24, West Kansas #1 Extn.					
Lots 17 to 25, incl.	1939	25380	10030		.40
Sub of S 1/2 Block 22 West Kansas Addn. #1					
All lots 1 to 15, incl.	1939	43200	12340		.29
Block 33, West Kan. Addn. #1					
Lots 1 to 15, incl.	1939	45000	12380		.275

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Assessments

District No. 6

Central Industrial District—South of 12th Street

Description	Year	Area	Assessed value	Per acre	Per sq. ft.
Block 1, Skiles & Western Addn.			Total		
Lots 9, 10	1939	6250	$4320		$0.70

[fol. 3084]

Description	Year	Area	Assessed value	Per acre	Per sq. ft.
Lots 11, 12, 13	1939	9375	6420		.70
Lots 14, 15	1939	7813	5390		.70
Block 2, S. & W. Addn.					
E 50′ W 80′ L-1 to 5, incl.	1939	6250	8670		1.40
E 46′ Lots 1 to 5, incl.	1939	5750	9620		1.65
E 96′ Lots 6 to 14, incl.	1939	21600	19240		.88
E 96′ Lot 15	1939	3600	3850		1.07
Lot 16	1939	4725	5390		1.15
Lot 17	1939	3150	2560		.80
Lot 18	1939	3150	2820		.90
Lot 19	1939	3150	2910		.92
Lot 26	1939	3150	6410		2.00
Lot 27	1939	3150	6750		2.12
Lot 28	1939	3150	7190		2.30
Lots 29, 30	1939	6300	19240		3.00
Block 2, Depot Addn.					
Lots 1, 2	1939	6240	6460		1.03
Lots 3 to 9, incl.	1939	20020	17780		.90
Lot 10	1939	2860	1980		.70
Block 8, Depot Addn.			Per Lot		
Lots 3 to 10, 12 to 16, incl.	1939	5060	5385		1.05
Lots 17, 18	1939	5060	6410		1.25
Lots 19, 20	1939	5060	4850		.96
Lots 21 to 29, incl.	1939	5060	4620		.90

[fol. 3085]

			Total		
Lots 31, *31*, 32 & part 33	1939	22276	23570		1.05
Block 3, West Kans. Addn. #2					
Lots 1, 2	1939	7000	5850		.83
Lots 3, 4 & E. 12′ L-5	1939	7620	6670		.88
Lots 6, 7 & W. 12′ L-5	1939	10670	8620		.80
Lots 9 to 14, incl.	1939	18290	16000		.88
Lots 15, 16	1939	7000	5870		.83
Lots 17 to 21, incl.	1939	15240	12820		.85
L-25, 26, 27 & W. 9′ Lot 28	1939	10290	8620		.70
Lots 29 to 32 & E 15′ Lot 28	1939	14100	11580		.83
Block 4, West Kans. Addn. #2			Total		
Lots 1, 2	1939	5588	5640		1.00
Lots 3, 4, 5	1939	8380	7330		.83
Lots 6, 7	1939	5842	5120		.88
Lots 8, 9	1939	5842	5900		1.00

Description	Year	Area	Assessed value	Per acre	Per sq. ft.
Block 5			Per Lot		
L-1 to 5 & 14 to 18, incl.....	1939	2794	2345		.85
Lots 6, 7, 8, 12, 13.....	1939	2920	2360		.80
Lot 9.....	1939	2920	2820		.97
Lots 10, 11.....	1939	2920	2600		.90
Block 6					
Lots 6, 7, 8.....	1939	9144	7390		.82
[fol. 3086]					
Lots 9 to 16, incl.....	1939	24384	20820		.85
District No. 7					
Area lying north of Old Town Reserve, east of Grand Avenue, south of the River, and west of Gas Company (Centralized Yards)	1939	25.6Ac.	144510	5660	.13
Block A—Old Town Reserve			Per Lot		
Lots 1 to 15, 17 to 27, incl.....	1939	2880	560		.20
Block B—Old Town Reserve					
Lot 1.....	1939	3000	430		.14
Lots 2 to 9, incl.....	1939	3000	470		.155
Block C—Old Town Reserve					
Lots 1 to 12, incl.....	1939	3000	360		.12
Block D—Old Town Reserve					
Lots 1 to 10, incl.....	1939	3000	360		.12
Block E—Old Town Reserve					
Lots 3 to 11, incl.....	1939	3000	360		.12
Block F—Old Town Reserve					
Lots 1 to 12, incl.....	1939	3000	360		.12
Block G—Old Town Reserve					
Lots 1 to 18, incl.....	1939	3000	360		.12

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Description of Zones and Statement of Zone Units of Value

Zone 1

[fol. 3087] Description: Zone 1 comprises the area east of Minnesota Avenue Extension, north and west of the south and east clearance line of the joint Union Pacific-Missouri Pacific track (Ordinance #28970; Exhibit #185) and south of the north line of Jersey Creek. On this land, owned by the city, is located the Kansas City, Kansas, Food Terminal including the farmers' market, produce houses, cold storage warehouse, commercial and service buildings.

Unit of Value: The judgment of the appraiser is that a fair value for the zone as a whole is 50 cents per square foot, or $21,780. per acre.

Discussion: This appraisal is of the land in its present condition as filled. It applies to the gross area in the zone without deduction for streets or other access within its boundaries.

The most valuable portion of the zone is the southern portion along Minnesota Avenue Extension. Values decrease northerly along Minnesota Avenue and easterly toward the river, but there is no well defined breaking point until Jersey Creek is reached. The price set is an average over the entire zone, and gives consideration to data heretofore listed, the location of the property, its access, its utility, and reflects the experience of the appraiser in Kansas City and elsewhere.

Reference in this and subsequent zones is made to the de- [fol. 3088] scription of the districts, from which sales data are drawn, for some comment regarding degrees of comparability of such districts to the lands on the Public Levee.

Zones 2 and 3

Description: Together these zones comprise the area south of the north line of the Public Levee east of the east line of Minnesota Avenue Extension, north of the north line of Jersey Creek and west of a line 160 feet west of the Harbor Line. These lands are leased by the city to the Union Pacific Railroad (Ordinances #30237 and #30276, Exhibit #62-B), except that the site of the proposed auction house, shown on the map, 86 feet by 236 feet, has been returned to the city. (Page 65 of Exhibit #62-B). The area in Zone 2 is now used for the inspection, team track and north sorting yard of the Union Pacific Railroad serving the Food Terminal. Zone 3 is now vacant. Both zones are appraised as filled to the level of the yard, although some 10,700 cubic yards are yet required next to the government dyke.

Units of value: These zones, together, are appraised at 40 cents per square foot or $17,424 per acre.

Discussion: The value fixed for these zones is graded down from that of Zone 1 because they are further north in the direction of lower values; because of their greater depth from Minnesota Avenue frontage; because of proximity to [fol. 3089] the Phillips Petroleum refinery with objectionable odors and some increased fire hazard and because the

industrial development opposite, across Minnesota Avenue, is a lower type. Otherwise the bases for the units set are much the same.

Zones 4 and 5

Description: These zones, owned by the Union Pacific Railroad, lie north of the Public Levee and south of the Phillips Petroleum Company's plant and south of a line connecting an angle in the southeast corner of the Phillips Petroleum tract and the intersection of the north boundary of the Public Levee and the Harbor Line. Zone 4 is occupied by tracks and Zone 5 is still vacant. Both are filled to the level of the yard on Zone 2, and are so appraised. The division between the two zones is on the southeasterly clearance line of Track #14.

Units of value: These zones are appraised together at 15 cents per square foot or $6,534 per acre.

Discussion: These zones are cut off from access by the Phillips Petroleum plant and by the yards to the south and, therefore, are not comparable in value with Zones 2 and 3. Also, they lie further north in the direction of diminishing values, and adjoin the refinery. The sales given most weight are those having comparable conditions of access and location.

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Zone 6

[fol. 3090] Description: North of the northeasterly line of Zone 5, between the Phillips plant and the river, extending northerly to engineering station 53+80.2. Includes right-of-way for tracks now used. Land is appraised as unfilled, the Engineering Section to include allowance for grading.

Unit of value: $1,500 per acre or 3.4 cents per square foot.

Discussion: This zone lies in the Fairfax Industrial District and support for the unit established is drawn principally from sales, subsequent to 1931, or large tracts, having little access, in this district.

Zone 7

Description: Right-of-way for two lead tracks beginning on the west line of Minnesota Avenue Extension and ex-

tending southwesterly to engineering stations 113+10.6 on north track and 112+94.86 equals 0+00 on the south track. (Ordinance #30389, Exhibit 62-B). Land appraised in filled condition.

Unit of value: 40 cents per square foot or $17,424. per acre.

Discussion: This zone is similar to and situated directly across Minnesota Avenue Extension from Zone 2, and is appraised at the same unit of value.

Zones 8 and 9

Description: From engineering station 112+94.86 equals 0+00 on the south lead track to the center line of Freeman Avenue. The division between Zones 8 and 9 is on the west boundary of the Public Levee. Zones are appraised in their present condition. Government Engineers propose to build [fol. 3091] dykes along Jersey Creek through these zones and additional filling will probably be placed on the lands. The zones lie west of the Union Pacific and city-owned tracks serving the Grain Terminal and are separated from Minnesota Avenue Extension by them. However, there is a roadway leading from Minnesota Avenue Extension, just south of the Fairfax Drainage District pump house across the Grain Terminal tracks, and the zones, to the Kaw Steel Foundry plant and thence into Walker Avenue. This roadway is not dedicated as a public street and its location probably will be shifted when the dyke along Jersey Creek is constructed.

Units of value: 20 cents per square foot or $8,712 per acre.

Discussion: This zone lacks the excellent access along Minnesota Avenue possessed by Zones 2 and 7, but it is in a fairly good industrial location and not a great distance from the business section of Kansas City, Kansas.

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Statement of Land Areas and Values

As of March 31, 1940

Area South of the North Line of Jersey Creek, East of the East Line of Minnesota Avenue and North and West of the South and East Clearance Line of the Joint Union Pacific-Missouri Pacific Track Serving the Cold Storage Warehouse.

[fol. 3092]

Zone 1

	Area (Sq. Ft.)	Unit Price	Value
Cold Storage Warehouse Track	43,775	$0.50	$21,888
Farmers' Market	369,095	"	184,548
Produce Building A	134,374	"	67,187
" " B	137,433	"	68,717
" " C	127,046	"	63,523
" " D	124,230	"	62,115
Cold Storage Warehouse	93,732	"	46,866
Merchants' Building	35,187	"	17,594
Filling Station and Parkway	38,058	"	19,029
Total, Zone 1	1,102,930		551,467

Area South of North Line of Public Levee, East of East Line of Minnesota Avenue Extension, North of North Line of Jersey Creek, and West of Line 160 Feet West of Harbor Line. Leased by City to Union Pacific Railroad.

Zones 2 & 3

Area now occupied by yard tracks (Zone 2)	635,258	0.40	254,103
Area of proposed additional tracks, except under proposed Auction House (Zone 3)	420,126	"	168,050
Total, Zones 2 and 3	1,055,384		422,153

[fol. 3093]

Zone 4. (See map)

	Area (Sq. Ft.)	Unit Price	Value
Owned and used by Union Pacific	48,287	$0.15	$7,243

Zone 5. (See map)

Owned by Union Pacific but not yet occupied by tracks	35,162	0.15	5,274

Zone 6. (See map)

Owned by Union Pacific occupied by tail tracks	128,378	0.034	4,365

Zone 7. (See map)

West of Minnesota Avenue. Leased by City to Union Pacific Railroad	14,800	0.40	5,920

Zone 8. (See map)

Leased by city to Union Pacific Railroad.....	2,656	0.20	531

* * * * * * *

Zone 9. (See map)

To north line of Freeman Avenue, owned by Union Pacific.....	15,000	0.20	3,000
To center line of Freeman Avenue, owned by City.....	850	0.20	170
Total, Zone 9.....	15,850		3,170

* * * * * * *

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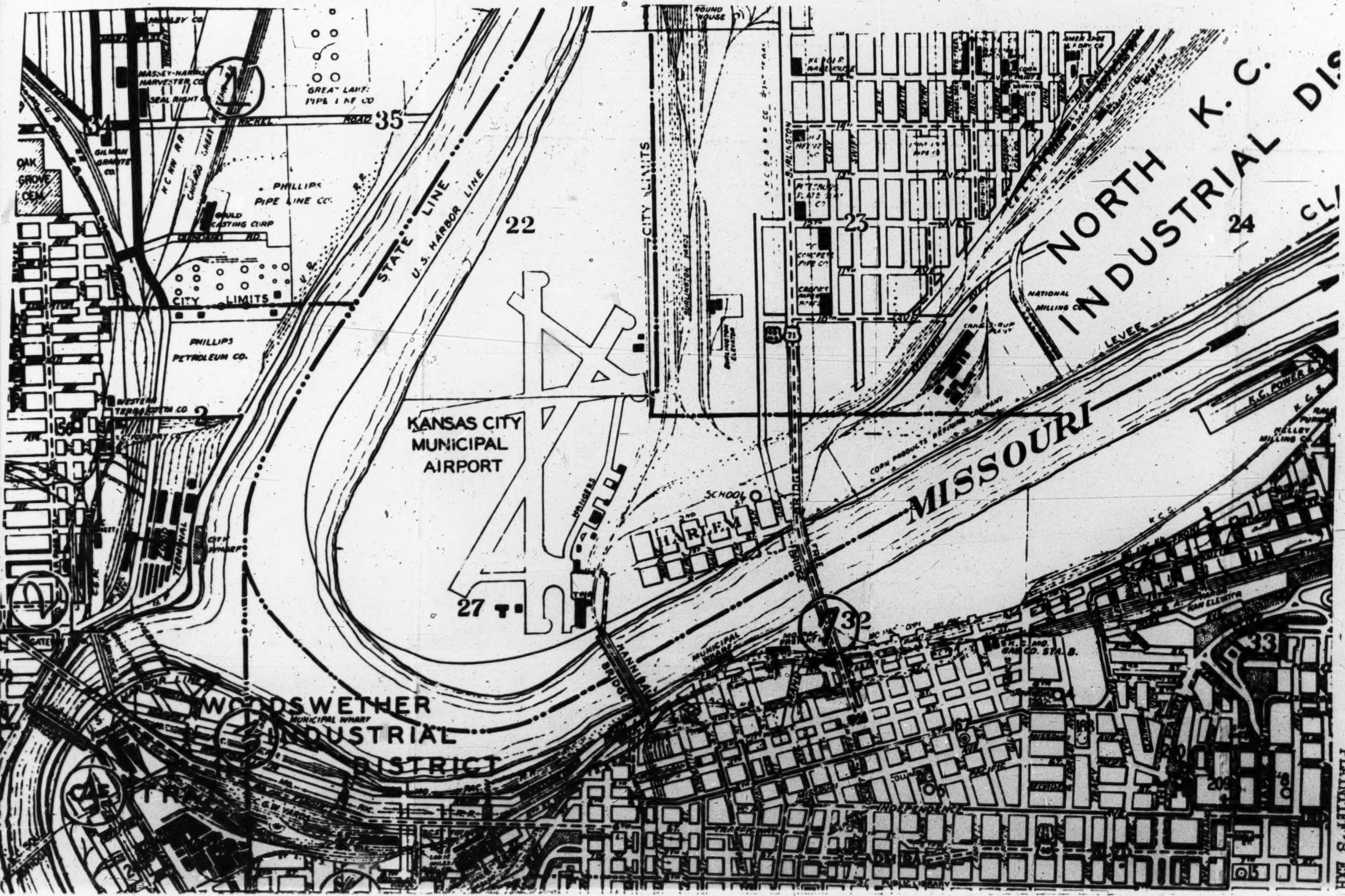
PLAINTIFF'S EXHIBIT NO. 272

3094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INDUSTRIAL DIS
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STATE LINE
U.S. HARBOR LINE
CITY LIMITS
KANSAS CITY
MUNICIPAL
AIRPORT
WOODSWETHER
INDUSTRIAL
DISTRICT
PHILLIPS
PETROLEUM CO.
PHILLIPS
PIPE LINE CO.
GREAT LAKES
PIPE LINE CO
MASSEY-HARRIS
HARVESTER CO
GILMAN
GRANITE
CO.
OAK
GROVE
CEM.
GOULD
CASTING CORP
BURLINGTON
ELEVATOR
CORN PRODUCTS
REFINING
COMPANY
NATIONAL
MILLING CO.
LEVEE
K.C. POWER & L.
KELLEY
MILLING CO.
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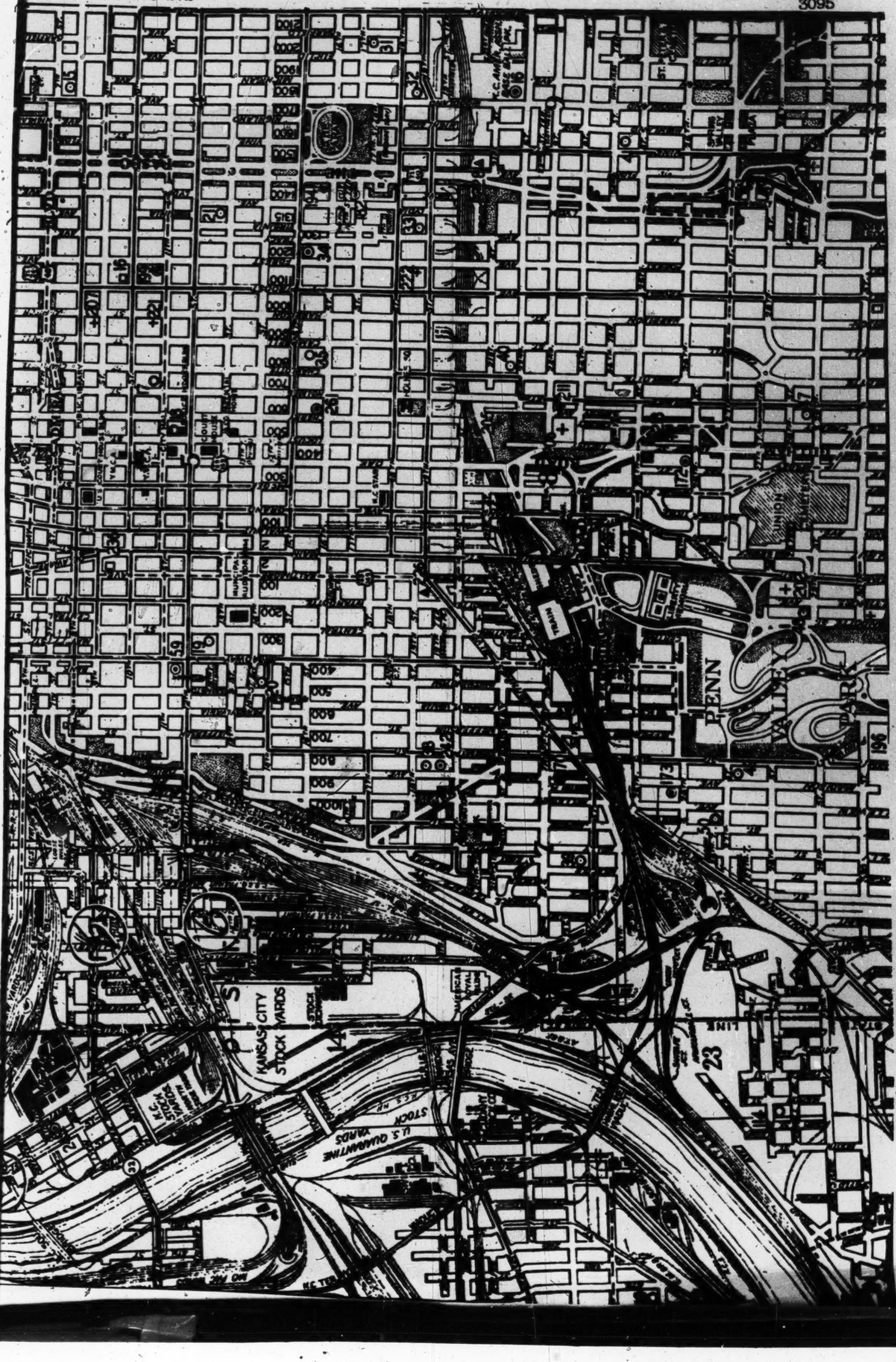
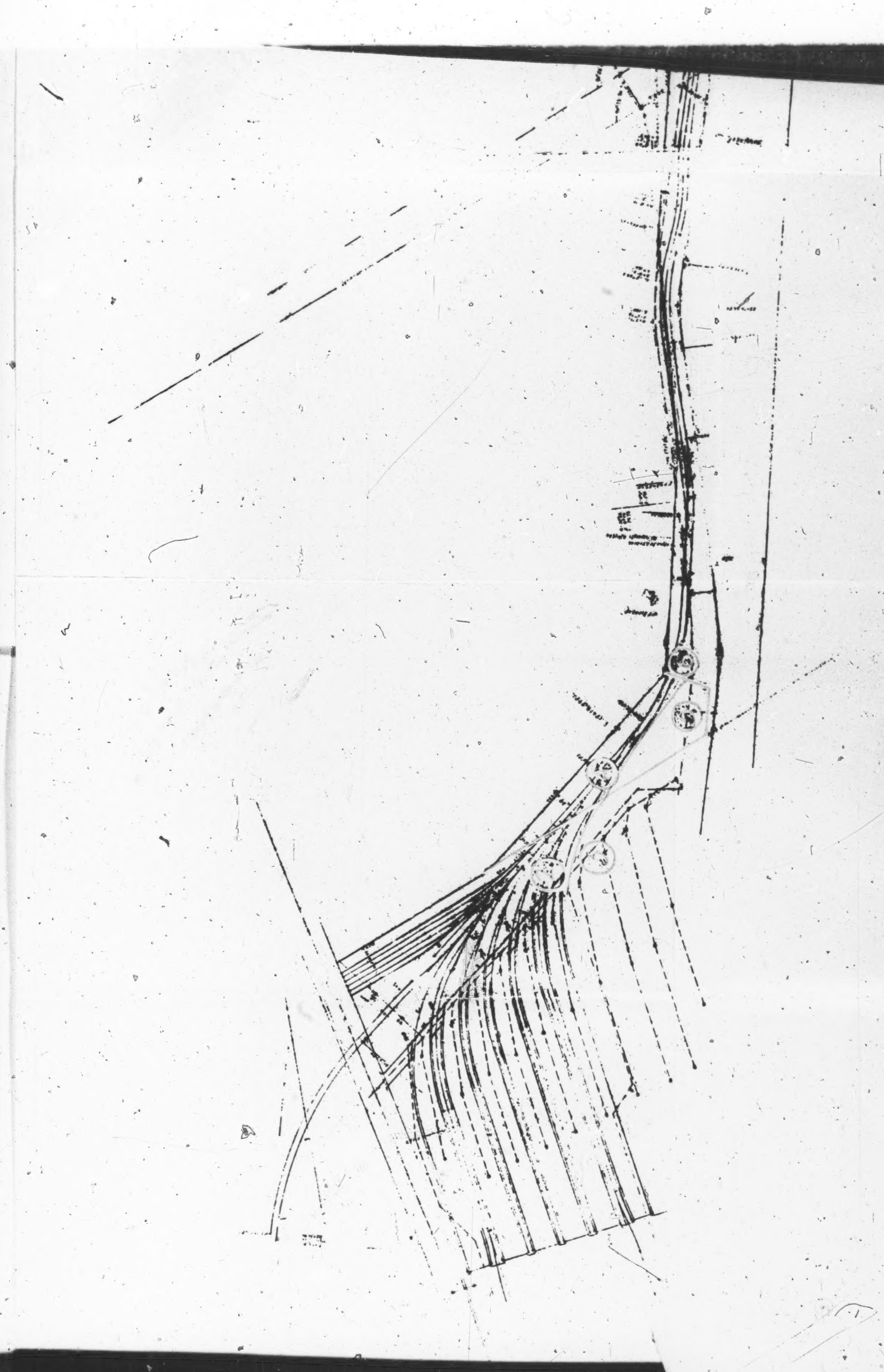
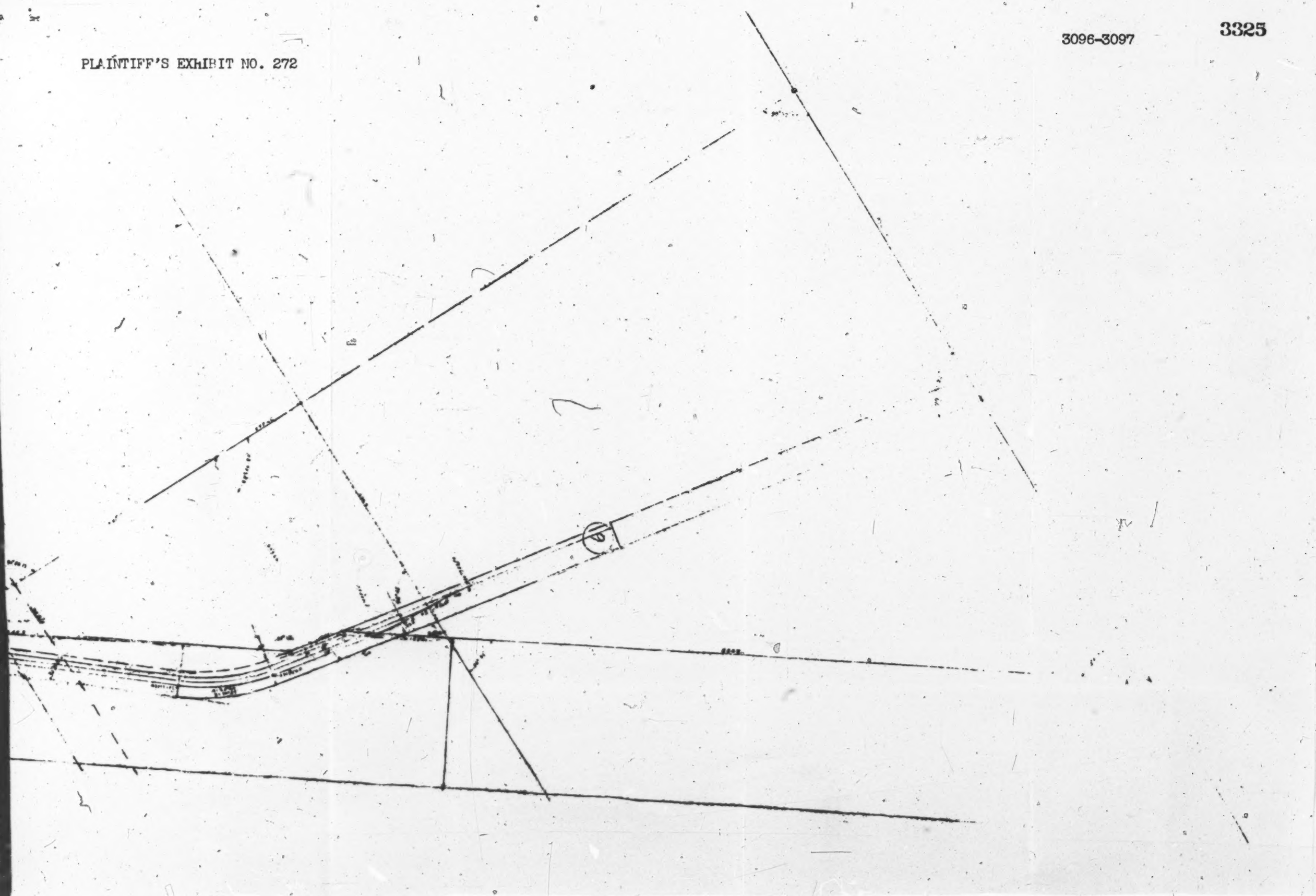




PLAINTIFF'S EXHIBIT NO. 272



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[fol. 3099] PLAINTIFF'S EXHIBIT No. 273

Bernice Jackson

April 30, 1940

(Fastened with metal clasp and blue ribbon sealed at left side with sealing wax.)

Certificate of Executive Officer

I, J. J. Madigan, Do Hereby Certify as follows:

(1) That I am the duly appointed Executive Officer of the Public Works Administration, and that by virtue of my office I am the proper custodian of the records of said Public Works Administration.

(2) That I have compared the annexed copies of:

five pages of letter dated June 2, 1934, addressed to the Federal Emergency Administration of Public Works, entitled "Supplemental Application" and signed by the Mayor and the City Attorney of Kansas City, Kansas;

one page enclosure and four pages of letter dated May 31, 1934, addressed to the Mayor of Kansas City, Kansas, by Mattison and Davey, Certified Public Accountants of Kansas City, Missouri;

twelve pages of testimony of Guy E. Stanley at a hearing held before the Kansas State Advisory Board of the Federal Emergency Administration of Public Works on December 11, 1933, and

sixteen pages of testimony of W. F. Schulz at said hear-
[fol. 3100] ing on said date,

with the copies thereof which are on file in the records of my office, and that the same are true and correct copies of said copies and of the whole thereof, and

(3) That the Public Works Administration has no seal. In Witness Whereof I have hereunto set my hand this (pen and ink) sixteenth day of April, nineteen hundred and forty.

(Signed) J. J. Madigan, Executive Officer, Federal Emergency Administration of Public Works, Washington, D. C.

Supplemental Application

In re: Docket No. 4820, Improvement of Public Levee property of Kansas City, Kansas, and erection thereon of grain elevator terminal dock, and other facilities.

Gentlemen:

Comes now the City of Kansas City, Kansas, the applicant named in the original application, and amends and supplements its application for loan and grant in the following particulars:

1. The report of Horner & Wyatt, the City's Consulting Engineers, hereto attached, marked Exhibit 1, and made a part hereof, has been adopted and approved by the applicant.

[fol. 3101] 2. Photograph showing Public Levee in the foreground; showing waters of Kansas and Missouri Rivers, and retail district of Kansas City, Missouri, in background, is attached, marked Exhibit 2, and made a part hereof.

3. A drawing showing the Public Levee and improvements as the same will appear when complete, if the funds are provided as prayed for in this supplemental application, said drawing being marked Exhibit 3, and made a part hereof.

The City of Kansas, ("City" inserted above line) Kansas, further represents and shows that if the application for the loan and grant is approved, that the following improvements will be made on said Public Levee in addition to the improvements described in the report of Horner & Wyatt, Consulting Engineers, viz:

(a) The State Highway Commission of Kansas, will construct a new, modern viaduct with a roadway 40 feet wide, leading from North Third Street, in an easterly and northerly direction to a connection with Minnesota Avenue Extension, at an estimated cost of $200,000.

(b) The City of Kansas City, Kansas, will construct, or cause to be constructed, a new pavement at least 40 feet wide, from the north end of such viaduct to the north city limits, to make a direct connection with the county road now paved, designated as "Fairfax Road." There will be included also, [fol. 3102] a modern concrete bridge across Jersey Creek, all at an estimated cost of $240,000.

(c) The City of Kansas City, Kansas, by its Board of Public Utilities, which controls and operates the City's water, light and power plants, will establish and construct a 12-inch water-main from the intersection of North Third Street and Minnesota Avenue, in an easterly and northerly direction along said viaduct, and said Minnesota Avenue Extension, to the north City limits. It will also construct an 8-inch water-main on a street running east from said Minnesota Avenue Extension to the water front dock, which said improvement will cost approximately $20,000.

(d) Kansas City, Kansas, by said Board of Public Utilities, will also construct power and light lines along said Minnesota Avenue Extension and Viaduct, sufficient to light said Levee and furnish any industries desiring the same light and power, at an estimated initial cost of $40,000.

(e) The Union Pacific Railroad Company will construct necessary main lead industrial tracks and agree to extend the same from time to time, for the service of the docks, wharves and industries, at an aggregate initial cost of $63,000.

(f) The United States Corps of Engineers in charge of [fol. 3103] the improvement of the Missouri River and maintenance of its channels and banks will construct a training dike and revetment along the United States Harbor Line, on the right bank of the Missouri River, being the east line of the Public Levee, at an estimated cost of $100,000.

Said foregoing improvements, described in sub-paragraphs (a), (b), (c), (d), (e) and (f), will directly benefit and improve said Public Levee for all purposes consistent with its original purpose as a Public Levee, and tend to promote such use, at a cost in the aggregate of about $663,000.

The Public Levee is valued at over $2,000,000, and the improvements to be added as above outlined, and as set out in our applications, are authorized, planned and intended to be used in perpetuity by the applicant, and to make it consistently useful with its original purpose as a Public Levee, intending to promote such use in full and complete cooperation with the improvement and development of the inland waterways of the country.

COPY NOT SUITABLE FOR MICROFILMING

In addition to the land and improvements which may be leased to the United States of America for a period of 99 years, to secure payment of the loan, the applicant, the City of Kansas City, Kansas has negotiated leases and agreements for the use of the land and the facilities thereon which will produce adequate revenues to pay the loan and [fol. 3104] interest thereon, as follows:

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(a) Lease of grain elevator dock, for a term of 30 years, to Hart-Bartlett-Sturtevant Grain Company of Kansas City, at the following annual rentals:

First 5 years	$40,000	per annum
Next 10 years	50,000	" "
Next 5 years	55,000	" "
Next 10 years	60,000	" "

Or a grand total of $1,575,000.

Said lease provides for equal monthly installments at the annual rate fixed. Attached hereto is certified financial statement of proposed Lessee, under date of April 30th, 1934, and also a letter advising that if the lease is made, the capital of the Company will be substantially increased.

(b) Lease of 148,000 sq. ft. of the Public Levee for storage and warehouse purposes, at an annual rental of $5,200. or a total for 30 years of $156,000.

(c) Lease of 152,000 sq. ft. of the Public Levee and loading dock, to the Inland Waterways Corporation, for a period of 30 years, at an annual rental of $9,000. per annum, a total of $270,000.

(d) Lease and franchise rights to the Union Pacific Railroad Company, for the use of 81,600 sq. ft. of Public Levee, to construct main lead, standard gauge railroad tracks for railroad service to said Levee, at an annual cost of $2937.60, total for 30 years $88,128.

(e) Lease to Phillips Petroleum Corporation, for 22,500 [fol. 3105] sq. ft. of land at an annual rental of $810, total for 30 years, $24,300.

(f) Lease to Hart-Bartlett-Sturtevant Grain Company for 12,000 sq. ft. of land, for entrance and parking station opposite the grain elevator dock, annual rental of $432, total for 30 years, $12,960.

The City retains control of the service tracks to the elevator, and will make a fixed charge of $1. for each loaded railroad car of grain moving in or moving out of said railroad yard constructed for use of said grain elevator dock. This modern elevator will be open to all railroads on the same basis, and will have the further advantage of barge line facilities. It is estimated that 10,000,000 bushels of grain will be handled in, and a like volume handled out, each year (being the average of other elevators of similar capacity in Kansas City); it is also estimated that 25 per cent of outbound movement will be by barge, and the balance by rail, or a total of 14,000 rail carloads, averaging 1250 bushels each, thereby producing a revenue of $14,500 per annum; total revenue for 30 years, $420,000.

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Note: The plan to charge $1 per car for each load moving in or out of the railroad yard to be owned by the City, corresponds with the practice, charge and custom established in principal mid-western livestock markets where the tracks [fol. 3106] are owned by the stock yards. This charge of $1 per car will be absorbed by the railroads on in-bound or out-bound movements, as the case may be, and this charge will not be disadvantageous to the elevator in any way.

At the present time, the City is negotiating with other prospective tenants, and within a period of 90 days, it is believed that annual revenues from rental of land will be increased at least $4,032. per annum.

The City officials have knowledge of the fact that established concerns already located in this City, desire facilities on the Public Levee for their business. The Milk Producers Association, a cooperative concern which now operates a creamery and cheese plant at 1507 Central Avenue, Kansas City, Kansas, is negotiating with the City to lease 14,000 sq. ft. of land on the Public Levee, if the land be improved.

The Midland Valley Casket Company, a local industry, is also a prospective customer for a tract of 48,000 sq. ft.

The Kansas Service Grocers, a wholesale organization, composed of independent retail grocers in Kansas City, Kansas, is also a prospective lessee for a tract of 50,000 sq. ft. of such land.

Finally, the amortization plan: Attached hereto is a schedule of the amortization loan and interest thereon, prepared by Mattison & Davey, Certified Public Accountants, by [fol. 3107] J. W. Rader, a Certified Public Accountant in charge at Kansas City, Missouri. Said schedule is marked Exhibit 4, and made a part hereof. Such schedule has been adopted and approved by applicant City, and made a part of this supplemental application.

The applicant City elects not to have its own bond Counsel, and therefore withdraws the name of Messrs. Bowersock, Fizzell & Rhodes, submitted in a former application.

The applicant City agrees to furnish all necessary administrative legal and supervisory personnel that may be required, to properly lease and manage said property and collect the rents and revenues, and also agrees at its own cost and expense, and without use of money or the proceeds of said loan and grant, to keep all structures and improvements fully covered against loss by fire or wind storm, in an amount that will at all times represent the outstanding principal amount of bonds purchased by the Government.

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Attached hereto and made a part of this supplemental application is a statement signed by the Mayor and City Attorney of the applicant City, the duly appointed committee authorized to *set* for and on behalf of the City in this matter, which statement gives information about the importance of this project and its co-relation with the general plan of the Federal Government.

Dated at Kansas City, Kansas, this 2nd day of June [fol. 3108] A. D. 1934.

By (Signed) Don C. McCombs, Mayor of Kansas City, Kansas. Alton H. Skinner, City Attorney of Kansas City, Kansas. The duly appointed Committee authorized to act for and on behalf of the City.

Page 1

New York Mattison and Davey Tulsa
Los Angeles Certified Public Accountants Houston
Kansas City 1510 Fidelity Bank Building Dallas
Kansas City, Missouri Shreveport

Hon. Don C. McCombs, Mayor, and Board of Commissioners, of the City of Kansas City, Kansas.

Gentlemen:

From data and information submitted to us, we have prepared the following summaries of the estimated financial results of the projected Kansas City, Kansas Public Levee Wharf and Dock Improvements.

It is expected that the total expenditures on the tract will, for initial improvements, amount to approximately $2,419,000.00, and be for the purposes and from the sources following:

From Board of Engineers (US) for Harbor Line Improvement	$100,000.00
From Kansas Highway Commission for Viaduct over Railroad to connect levee with Minnesota Av.	200,000.00
From City of Kansas City for Grading and Constructing streets	240,000.00
[fol. 3109] From Water and Light Department of Kansas City for Water Mains	60,000.00
From Railroads for Levee trackage	63,000.00
	$663,000.00
From Public Works Administration for Grain Elevators and Raising Land Level	1,756,000.00
	$2,419,000.00

The amount advanced by the Public Works Administration is to be repaid to it over a period of thirty years, with the exception of the grant of 30% of the labor and material costs, which grant is a contribution made by the government on such public works projects.

The information submitted to us indicates the following sources of annual revenue which is expected to be available to meet the liquidation of the P. W. A. loan:

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(1) Commitments for Rentals contingent on Construction of Project:		
U. S. Barge Line Dock	$9,000.00	
Board of Public Utilities of Kansas City, Kansas	5,200.00	
Phillips Petroleum Company Elevator—Lessee for Vacant Ground	810.00	
Union Pacific Railroad Company Track Rental	432.00	
	2,937.60	$18,379.60
(2) Income from Trackage:		
8,000 Cars Estimated "In" Grain to Elevator at $1.00 per Car	$8,000.00	
6,000 Cars Estimated "Out" Merchandise from Barges at $1.00 per Car	6,000.00	14,000.00
(3) Rental of Footage to Various Tenants on Basis of $.60 per Sq. Ft. at 6%:		
[fol. 3110] Future Railroad Right of Way—73,600 Sq. Ft.	$2,649.60	
Kansas Retail Grocers Association—50,000 Sq. Ft.	1,800.00	
Midland Valley Casket Company—48,000 Sq. Ft.	1,728.00	
Milk Producers Association—14,000 Sq. Ft.	504.00	6,681.60

(4) Lease of Grain Elevator on 30-year Lease at $40,000.00 for 5 Years
50,000.00 for 10 Years
55,000.00 for 5 Years
60,000.00 for 10 Years

Initial Annual Rental	40,000.00
Total Estimated Rentals per Annum for First Five Years	$79,061.20

We are advised that the contemplated plan of repayment of the sum due the P. W. A. is that no principal payments are to be made for five years and that equal payments in an amount sufficient to liquidate the obligation and the interest thereon are to be made for the remaining twenty-five years of the loan. The amount of the principal to be retired is $1,312,272.00, being the amount of the advance less the P. W. A. grant of 30% of labor and material costs. A table attached hereto shows the amortization necessary to retire this obligation by equal annual payments beginning after five years and the application of the estimated revenues to this purpose.

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From this table, which is based on the estimates of available income submitted to us as a basis for calculation, there would remain at the end of the loan period a balance of [fol. 3111] $384,353.90, after payment of interest and principal of the P. W. A. advance.

The following summary of the footage in the Public Levee property available for use was submitted to us:

	Sq. Ft.	Sq. Ft.
Total Area		4,003,000
Less:		
Grain Dock	450,000	
Parking and Entrance	12,000	
Federal Barge Line	152,000	
Board of Public Utilities	148,000	
Service Station	22,500	
Railroad Right of Way	81,600	
Various Tenants	185,600	
Streets	577,800	1,629,500
Balance Available for Rental		2,373,500

Estimates of additional income from rental of this balance of footage based on increased use of the terminal facilities are as follows:

	Percentage of Balance Rented	Square Footage	Additional Rentals Per Annum
Beginning five years after completion—For the subsequent Five Years.....	10%	237,350	$8,544.60
Beginning ten years after completion—For the subsequent Ten Years.....	20%	474,700	17,089.20
Beginning twenty years after completion—For the Subsequent Ten Years.	30%	712,050	25,633.80

The calculation of rental is based on a return of 6% [fol. 3112] per annum on a valuation of 60 cents per square foot. These potential increases in revenue are not employed in the table of loan amortization attached hereto.

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The foregoing summarizes the potential results of the proposed improvement project on the basis of the estimates of revenues and costs furnished us.

Respectfully submitted,

Mattison and Davey, Certified Public Accountants.
(Signed) by John W. Rader, C. P. A., Resident Partner.

(Here follows 1 photolithograph, side folio 3113)

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CITY OF KANSAS CITY, KANSAS

Schedule of Amortization of P. W. A. Loan

Periods	Balance of Principal	Annual Payments: Principal	Annual Payments: Interest	Annual Payments: Total	Estimated Income	Balance by Years	Balance (Cumulative)
1	$1,312,272.00	$	$ 52,490.98	$ 52,490.83	$ 79,061.20	$ 26,570.32	$ 26,570.32
2	1,312,272.00		52,490.88	52,490.88	79,061.20	26,570.32	53,140.64
3	1,312,272.00		52,490.88	52,490.88	79,061.20	26,570.32	79,710.96
4	1,312,272.00		52,490.89	52,490.88	79,061.20	26,570.32	106,281.28
5	1,312,272.00		52,490.88	52,490.88	79,061.20	26,570.32	132,851.60
6	1,312,272.00	31,510.22	52,490.88	84,001.10	89,061.20	5,060.10	137,911.70
7	1,280,761.78	32,770.63	51,230.47	84,001.10	89,061.20	5,060.10	142,971.80
8	1,247,991.15	34,081.45	49,919.65	84,001.10	89,061.20	5,060.10	148,031.90
9	1,213,909.70	35,444.71	48,556.39	84,001.10	89,061.20	5,060.10	153,092.00
10	1,178,464.99	36,862.50	47,138.60	84,001.10	89,061.20	5,060.10	158,152.10
11	1,141,602.49	38,337.00	45,664.10	84,001.10	89,061.20	5,060.10	163,212.20
12	1,103,265.49	39,870.48	44,130.62	84,001.10	89,061.20	5,060.10	168,272.30
13	1,063,395.01	41,465.30	42,535.80	84,001.10	89,061.20	5,060.10	173,332.40
14	1,021,929.71	43,123.91	40,877.19	84,001.10	89,061.20	5,060.10	178,392.50
15	978,805.80	44,848.87	39,152.23	84,001.10	89,061.20	5,060.10	183,452.60
16	933,956.93	46,642.83	37,358.28	84,001.11	94,061.20	10,060.09	193,512.69
17	887,314.10	48,508.55	35,492.56	84,001.11	94,061.20	10,060.09	203,572.78
18	838,805.55	50,448.89	33,552.22	84,001.11	94,061.20	10,060.09	213,632.87
19	788,356.66	52,466.84	31,534.27	84,001.11	94,061.20	10,060.09	223,692.96
20	735,889.82	54,565.52	29,435.59	84,001.11	94,061.20	10,060.09	233,753.05
21	681,324.30	56,748.14	27,252.97	84,001.11	99,061.20	15,060.09	248,813.14
22	624,576.16	59,018.06	24,983.05	84,001.11	99,061.20	15,060.09	263,873.23
23	565,558.10	61,378.79	22,622.32	84,001.11	99,061.20	15,060.09	278,933.32
24	504,179.31	63,833.94	20,167.17	84,001.11	99,061.20	15,060.09	293,993.41
25	440,345.37	66,387.30	17,613.81	84,001.11	99,061.20	15,060.09	309,053.50
26	373,958.07	69,042.79	14,958.32	84,001.11	99,061.20	15,060.09	324,113.59
27	304,915.28	71,804.50	12,196.61	84,001.11	99,061.20	15,060.09	339,173.68
28	233,110.78	74,676.68	9,324.43	84,001.11	99,061.20	15,060.09	354,233.77
29	158,434.10	77,663.75	6,337.36	84,001.11	99,061.20	15,060.09	369,293.86
30	80,770.35	80,770.35	3,230.81	84,001.16	99,061.20	15,060.04	384,353.90
Totals	$1,312,272.00	$1,312,272.00	$1,050,210.10	$2,362,482.10	$2,746,836.00	$384,353.90	$384,353.90

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[fol. 3114] Page 1

Hearing before members of the State Advisory Board of the Federal Emergency Administration of Public Works, held in the offices of Arthur J. Mellott, member of said board, 410 Commercial Building, Kansas City, Kansas, on Monday, December 11, 1933, at 2 o'clock p. m.

Present:

Mr. Alton H. Skinner, City Attorney of Kansas City, Kansas.

Mr. Arthur J. Mellott, Member of the State Advisory Board, Kansas City, Kansas.

Mr. J. S. Hart, President, Kansas City Board of Trade, Kansas City, Missouri.

Mr. Paul D. Bartlett, of Hart, Bartlett, Sturtevant Grain Company, Kansas City, Missouri.

Mr. W. F. Schulz, Consulting Engineer for Inland Waterways Corporation, of Memphis, Tennessee.

Honorable Don C. McCombs, Mayor of Kansas City, Kansas.

Mr. Guy E. Stanley, Vice President, Union Pacific Railroad Company, Kansas City, Kansas.

Mr. O. H. Horner, and Mr. Roy M. Wyatt, Consulting Engineers, Kansas City, Missouri.

[fol. 3115] Mr. Guy E. Stanley, first witness questioned by Mr. Skinner, testified as follows:

Mr. Skinner: What is your business, Mr. Stanley?

A. I am Executive Assistant Vice President for the Union Pacific Railroad Company.

Q. How long have you resided in Kansas City, Kansas?

A. Since June 1, 1910.

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Mr. Skinner: Have you had anything to do in the last twenty-three years, relating to the development, or the purchase and sale of property within any of the industrial districts of Kansas City, Kansas, or Kansas City, Missouri, in and about the neighborhood of the junction of the Kansas and Missouri Rivers?

A. Yes, sir.

Q. Just state generally, what that experience is.

A. Well, I purchased 1282 acres of land, what is now known as Fairfax Industrial District, for a holding com-

pany of the Union Pacific Railroad Company, in the year 1923. I assisted in the negotiation for the purchase of land in what is known as Woodswether Industrial District, located in both Kansas City, Missouri, and Kansas City, Kansas, comprising about 100 acres, part of which was purchased in 1924, and part in 1927 or 1928; and I have also sold and negotiated properties in both Fairfax Industrial District and Woodswether Industrial District.

Q. Where does the Woodswether tract lie, with refer- [fol. 3116] ence to an improvement known as the Inter-City Viaduct?

A. It lies on the north side, and between the Inter-City Viaduct and the Missouri River.

Q. What is the general name given to the district lying on the south side of the Inter-City Viaduct, in both Kansas Cities?

A. It is known as the Central Industrial District.

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Mr. Skinner: What comparative rating would you give that Central Industrial District, in comparison with other industrial districts in the two Kansas Cities?

A. The Central Industrial District is the most central to railroad facilities of any industrial district in Kansas City. It is also convenient of access and close to the retail business districts of both cities, and their residential sections.

Q. What particular advantages does it enjoy, first with relation to railroad transportation, and second with regard to commercial transportation other than railroads, and other than water transportation?

A. Well, first, there is located in the Central Industrial District, the twelve local freight stations for all the railroads that enter Kansas City, and they are located within six blocks of one another.

There is also located in this district, the yards and interchange connections between all these railroads, and the principal wholesale and warehousing plants of Greater Kansas City. Your second question was?

Mr. Skinner: Transportation other than water and rail? [fol. 3117] A. It is also served by good streets, viaducts and street railways.

Q. What physical reason exists that confines the location of these immense transportation facilities within this particular region?

A. Well, Kansas City by topography, is generally rough and rolling, and it is necessary for the railroads to follow the grades established by the rivers that flow through Kansas City; that is the Missouri and Kansas Rivers.

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Mr. Skinner: Any other streams?

A. There are some tributary streams that enter both rivers near Kansas City, and within the confines of Greater Kansas City; but these tributary streams have narrow valleys as compared both to the Missouri and Kansas Rivers, so that most of the industrial activity is located in the Missouri and Kaw Valleys.

Q. Now, about what distance from the confluence of the Kansas and Missouri Rivers, from the inter-change tracks of the railroads, what is about the distance?

A. Well, in miles, you could take the inter-change map of Kansas City and take a radius of half a mile, or a mile across and catch all of them.

Q. Now where is the Woodswether tract, which is on the south side of the Kansas River, located with reference to the Levee tract along the Kansas River in Kansas City, Kansas, the subject of this inquiry?

A. The Woodswether Industrial District is located on the right bank of the Kansas River, and immediately across [fol. 3118] from it, on the left bank is located the public levee, but these districts end on the Kaw instead of running—both of them generally run along the Missouri River, both on the right bank, but they are just located across the Kaw River from one another.

Q. I will ask you if it is not true that the river work that has been put in along the Missouri River, does not have the

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same effect in regard to locating the deep water on the right bank of the Missouri stream, on both the Levee property and Woodswether Tract?

A. It is located on the channel—both districts are located on the channel side of the Missouri River, and that seems to be fixed.

Mr. Skinner: And the levee tract belonging to the City, is likewise on the channel side of the Kansas River?

A. It is located on the channel side of both the Kansas and Missouri Rivers.

Q. Now Mr. Stanley, I have shown you here a map of the levee tract marked "Map No. 1" in white, which is an exact copy of Map No. 1 in blue, attached to the City's application for a grant and loan, and it has certain figures around the outside, marked in red; and subdivisions of that tract which are likewise bounded by red lines, and the different subdivisions are designated by numerals, beginning at "A" and running to "H." I will ask you if you have an opinion as to the value of that land, if and when it is improved as planned for in the application, by being improved as a levee [fol. 3119] and grain terminal, with marine docks on the river?

A. Yes.

Q. Now I will ask you to give us your idea of the value of this tract, and your reasons upon which you base that value?

A. Property protected against high water to the same extent as the adjoining Fairfax Industrial District and the Kaw Valley Drainage District, and the land between what is known as Jersey Creek and the Kaw River, generally raised to about the elevation of the present Edgewater right

of way, should make the land highly suitable by character and location for industrial and terminal development, and would have a fair market value of at least 60 cents per square foot. Property located in Woodswether Industrial District has been sold for a higher average price than 60 cents per square foot; but this was done when property had a higher value than exists in the present market. In 1927 or 1928, I negotiated a sale of several acres of land, to the Missouri Pacific Railroad Company at an average price of 90 cents per square foot.

I also sold, or negotiated a sale of several tracts of land in Woodswether Industrial District, ranging from 80 cents to $1.25 per square foot. The Public Levee land, when improved, will have every advantage that the Woodswether Industrial District now has, and would be of equal value. [fol. 3120] In order to be conservative, I am fixing the value at this time at 60c per square foot.

Q. You have likewise had a considerable experience in the selling of industrial property in the Fairfax Industrial District, north of this property, have you not?

A. Yes, sir.

Q. That is a large area, and you have located industries that demanded a great deal more space than would be available here?

A. Yes, sir.

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Mr. Skinner: How would the Levee, if it were improved compare in value with the land right to north of it, in the Fairfax Industrial District?

A. The Public Levee is a different class of industrial property than the Fairfax Industrial District. The Fairfax Industrial District is designed and laid out to serve large industries; the land is unplatted, and it is just like a piece of cloth, as far as future industries are concerned, and when an industry wants a site of a certain size and dimension, it can be obtained in the same way that a tailor would fit his client. To illustrate: The average size of tracts of land in that district would run about 100 acres per industry; some of them would require long tracts, as was done with the Great Lakes Pipe Line Company, while a refining company would want a number of short tracts for the handling of different grades and gasoline. The Public Levee would be [fol. 3121] classified as a property suitable for standard industrial units requiring street frontage, industrial trackage in the rear, sewers, water mains, etc., and is peculiarly adaptable for that class of industry and is located close to the twelve local freight stations in the Central Industrial District; it is also located close to the rivers and truck routes, both of which have some relation to real estate values at this time.

Q. There are tracks,—railroad tracks—and other industries already located on this Levee property, are there not?

A. There are.

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Q. And you are familiar with the different railroad and manufacturing units?

A. Yes, sir.

Q. I will ask you if it is not a fact that they have protected themselves from floods by raising their properties, or getting behind levees, and have found it profitable, if you know?

A. Yes, sir.

Q. The elevation of those tracts and other units, has been

accomplished by hauling the dirt necessary to fill those areas?

A. Yes, sir.

Q. Now you have had some experience, have you not, with filling areas such as the Levee of Kansas City, Kansas?

A. Yes, sir.

Q. Can that be done in a way that is much cheaper than [fol. 3122] by hauling in the dirt by trains or trucks?

A. Yes, much cheaper.

Q. In your judgment, the property would all be of a very high class when filled for this class of development?

A. Yes, sir.

Q. You had some connection with the location of the present package wharf, located on the Missouri River?

A. I negotiated the sale of real estate to Kansas City, Missouri.

Q. And where is that located with reference to the Levee tract?

A. It is located in a general direction of southeast, or east, and down the Missouri River from the public Levee tracts at a distance of about 1500 feet.

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Mr. Skinner: And where, with relation to the mouth of the Kansas River?

A. Down stream about 1000 feet.

Q. I will ask you if at that time it was not taken into consideration of that facility, that that would make available the use of both the Kansas River and the Missouri River for bulk freight, such as grain coming from the great grain area west of Kansas City, to be loaded upon the Levee tract?

A. It was generally so reported at the time.

Q. I will ask you if, as a matter of fact, that at the time of the location of the package wharf, it was not considered as a part of a general plan of river development of the two Kansas Cities, that the Levee property should be developed [fol. 3123] as *as* proposed in this application?

A. It was.

Q. Now, is there anything else, Mr. Stanley, that you would care to say as to the matters, that in your judgment, support your valuation of the Levee tract?

A. There is nothing else that occurs to me.

Q. About how many cars of freight originate in the Levee

and Fairfax Districts annually, if you know—about how many?

A. In the Fairfax District, approximately 20,000 carloads.

Q. And there is a considerable amount of incoming freight passes through that, is there not?

A. Both arriving and departing.

Q. Have you made an analysis of the grain facilities in the City in connection with railroad transportation so

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that you can answer shortly, is it possible for a connection to be made to the grain elevator through a terminal located on the Levee tract, with other existing facilities in the three Kansas Cities?

A. I would not be qualified to answer that question outside of our own railroad; on that, I personally know that we could reach the proposed terminal from our existing tracks.

Mr. Skinner: It could be also reached from the Missouri Pacific?

A. Apparently so.

Q. I would ask you, Mr. Stanley, if you have made at [fol. 3124] any time within recent years, any purchases of land for any clients of yours, of property located in the Levee district, but not within the particular Levee property owned by the City?

A. Yes, sir.

Q. Just tell where that property is located, and the value of it—what you had to pay for it to get it?

A. In 1923, it was necessary to acquire property to extend the main lead track, or tracks, of the Union Pacific Railroad Company, from a location on the public Levee to what is known as Fairfax Industrial District. The cost of a tract of land owned by the Commerce Trust Company, and which was formerly the site of the Crescent Flour Mills, I negotiated the purchase of that property; according to my best recollection the price was 50¢ per square foot, in an unimproved condition and after the property was acquired by the Union Pacific it was necessary to raise the property approximately eight or

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nine feet, to make it useful.

Mr. Skinner: The Union Pacific Railroad had the power of condemnation, but you considered the price fair and it was done by negotiation?

A. It was done by negotiation.

Q. In concluding that purchase for the Union Pacific you believed that to be a fair price for the land?

A. I did.

Q. Now then, since that time, and after industries had been located in the Fairfax District which justified that [fol. 3125] purchase, would you say the location, because of the industries building additional facilities, the Union Pacific had increased, or decreased the value of the property in that neighborhood?

A. It has generally increased the value of the property which was acquired in 1923 by the Union Pacific, and for that matter, the entire public Levee.

Q. Now Mr. Stanley, the Phillips Petroleum Company and its associate companies, own a large refinery property immediately to the north of this Levee district, do they not?

A. Yes, sir.

Q. I will ask you, if you know, whether or not within the past two years that Company has made tremendous capital investments in improving its facilities?

A. It has.

Q. How long has the Great Lakes Pipe Line Company been there?

A. It was started in 1930, about the month of October.

Q. Those two industries there have aggregate invest-

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ments since 1930, of about how much money, in their plants, if you know?

A. Approximately $2,000,000.00.

Mr. Skinner: And the principal development of the Phillips Petroleum plant was made during the years 1932 and 1933, were they not?

A. Yes, sir.

Q. Approximately $860,000.00?

A. It has been so reported, I think.

[fol. 3126] Q. I believe that is all. (Mr. Stanley excused)

MAYOR McCOMBS, called to testify.

Mr. Skinner: State your name and official position.

A. Don C. McCombs, Mayor of Kansas City, Kansas.

Q. I will ask you if you are also a member of the Committee appointed by the governing body of the City of Kansas City, Kansas, to negotiate and secure, if possible, the granting of a loan and grant by the issuance of revenue bonds, for the improvement of the Levee in Kansas City, Kansas?

A. I am.

Q. Who else is on that Committee?

A. Mr. Alton H. Skinner, City Attorney, and myself compose the Committee.

Q. Now Mayor, in the preparation of these plans, and on sheet No. 1, is laid out a tentative lay-out for these principal improvements. I will ask you if it was within the powers of this Special Committee to adapt the general lay-out of the plans for the improvement of the Levee property belonging to the City, to the requirements which may

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(Pages 13 to 19 inclusive are not in the exhibit)

[fol. 3127] Mr. Skinner: So that, as far as Kansas is concerned, and western Nebraska as well, and eastern Colorado, the greater bulk of the wheat has to pay a higher rate than fifteen years, or twenty years ago?

A. Yes, sir, much higher.

Q. Now Mr. Hart, does wheat, using it as an illustration, which of necessity has to be transported to a seaport by an all-rail connection, compete on anywhere near an equal basis in world markets, with wheat produced in territories that have short rail and long water transportation facilities?

A. Our large wheat producing areas are forced to compete with other large wheat producing areas in other countries, and the fact that our large wheat producing area carries a high freight rate, we are placed at a distinct disadvantage.

Q. And the producer of such wheat receives at the point of production, a much less initial payment per bushel?

A. Yes, sir. (Mr. Hart excused)

MR. W. F. SCHULZ, Consulting Engineer for the Inland Waterways Corporation, Memphis, Tennessee, testified as follows:

Mr. Skinner: State your name, your address and your present and former business connections?

A. W. F. Schulz, Memphis, Tennessee, Consulting Engineer in general practice, specializing principally in trans-
[fol. 3128] portation engineering, also Consulting Engineer for the Inland Waterways Corporation

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with the location, planning and construction of terminals on rivers, operated by the Inland Waterways Corporation.

Q. You have had considerable experience also in the planning of rail terminals, as a railroad civil engineer?

A. Practically all my experience for the past thirty-three years, has been in connection with railroads and the Federal Government's barge line.

Q. For how long have you been engaged in the planning of river terminals for the operation of barge lines on the inland water ways of the United States?

A. From 1918 to the present time.

Q. In connection with your work on the inland water ways of the United States, have you made a study of any of the waterways terminals of other countries?

A. Two years ago I was requested by the United States Government to prepare a paper on barge operations in the inland waterways of the United States, which paper would be presented for discussion at the Permanent International Navigation Congress, held at Venice, Italy. I was also appointed a delegate to represent the United States, and also the American Society of Civil Engineers, at this Congress.

Q. Now Mr. Schulz, when did you first begin a study of river values at Kansas City, Missouri and Kansas City,
[fol. 3129] Kansas, with relation to the development of facilities for water transportation at that point?

A. I started to make a study of the question of river and rail terminals in the

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Kansas City district in the fall of 1925, submitting a report some eighteen months later, to the Kansas City Missouri

Chamber of Commerce, through the President of the Inland Waterways Corporation. This report also had the approval of the then Secretary of War.

Q. In your study of the Kansas City situation, did you at that time, take into consideration the Levee property belonging to the City of Kansas City, Kansas?

A. Yes sir. We not only made a careful study of this piece of property for use in connection with water transportation development on the Missouri River, primarily for the purpose of using it for a river-side grain elevator, suitable for barge loading.

Q. Is the development of the Levee property of the City so located as to be of any distinct advantage in the operation of barge transportation lines on the Missouri River and the rivers with which it connects?

A. In my opinion which has also been confirmed by the various officials of the Inland Waterways Corporation, this levee tract has always been an ideal location for the development of terminals for both rail and river.

Q. What, in your judgment, is the relative importance [fol. 3130] of providing facilities for the handling of grain out of Kansas City, to the operation of barge lines on the Missouri River?

A. In developing the barge line on the Missouri River it is absolutely essential to develop down-stream tonnage, and the way we see it, that bulk grain will be that down-

stream tonnage, both for domestic consumption in the southeast, and for export through the New Orleans gateway.

Mr. Skinner: New Orleans is considered as the main Gulf port where river traffic transfers to ocean traffic?

A. That is correct.

Q. I will ask you if, in your judgment, there would be any particular advantage in having a grain terminal to connect with the barge lines for grain, and to other ports upon the Mississippi River north of New Orleans?

A. At the present time, there are no river-side grain elevators until you reach St. Louis, and to make barge line operation a success, it is absolutely essential that river-side grain terminals be provided on the Missouri River in

the Kansas City district. Such a terminal will give th barge line an opportunity to reach directly, one of the pr mary grain markets of the United States, and in a produ ing grain territory.

Q. Referring to sheet 1 of the application, what po tion of the Levee property water frontage is suitable fo [fol. 3131] general marine terminals?

A. The entire eastern frontage, as also the entire soutl ern frontage of this Levee property.

Q. So that the Kansas River frontage of this Levee pro erty is equally available with the Missouri River frontage

A. That is correct.

Q. You have gone over this property very carefully, hav you not, both in times past and recently?

A. I have studied this land intensively, since 1925.

Q. In your judgment, based upon your experience i both railroad and marine, or inland water ways fields, is i physically possible to provide the proper rail connection in the development of this project?

A. In my knowledge of this situation, I believe this i one of the best locations for both water and rail that th barge line will have on the Missouri River, and possible o the Mississippi.

Q. What, if any, other connected, related and allied de velopments of our inland water ways system would follo as a natural sequence, to the construction of a grain ele vator terminal and dock at Kansas City, and the operatio of a barge line in connection therewith?

A. The City of Memphis passed necessary ordinances fo the purpose of constructing a public riverside grain ele vator at their location some years ago, and the constructio of this elevator in conjunction with the Kansas City, Kan [fol. 3132] sas project, would be a decided benefit, not onl for the producer of grain, but also to the consumer, in tha portion of the south and southeast which can be serve through the Memphis gateway.

Q. In your study of Kansas City facilities, it was ascer tained and determined that Kansas City is a natural rail road gateway to the southeast, was it not?

A. That is correct.

Q. You have kept in close touch with the operations o

the United States Government, in the improvement of the Missouri River between Kansas City and St. Louis?

A. I have.

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Mr. Skinner: I will ask you if you think that it is now physically possible for the barge line to be maintained upon that river in that section?

A. It was so declared by the Chief Engineer of the United States Army, after he had made a personal inspection trip of the Missouri River, from St. Louis to Kansas City. The Federal barge line intends to commence operations on the Missouri River, between St. Louis and Kansas City, in the spring of 1934.

Q. I will ask you whether or not, in view of the situation of the beginning of barge transportation between Kansas City and St. Louis, it is, or is not, vitally important that this undertaking of the improvement of the grain elevator dock facilities, be begun as soon as possible?

A. It is absolutely essential that this project go ahead [fol. 3133] at the earliest possible time, and if possible, completed for operation by the opening of the season next year.

Q. Have you made any study of what, in your judgment, would be the proper rate to be charged for barge transportation, and its relation to the connections at St. Louis, for the present use of the river, as compared with rail transportation?

A. I have discussed this matter with the Federal officials of the barge line, but until actual operation is started on the Missouri River, no definite rates will be published. It has been suggested that an export rate of possibly 12¢ per hundred pounds from Kansas City to New Orleans might be established.

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Mr. Skinner: And the present all-rail rate between those two points is?

A. The present all-rail rate between those two points is 23½¢ per hundred pounds.

Q. So that in the event the experience of operation conforms to the estimate made, there would be a saving of 9¢ per hundred pounds?

A. I think so.

Q. Now you have had considerable experience in the

development of river transportation on the inland water ways of the United States. I will ask you, has it been your experience that barge lines operated by private agencies follow this development of the rivers?

A. That has been the experience on the Mississippi and Ohio Rivers.

[fol. 3134] Q. In any considerable number?

A. In considerable numbers and volume of tonnage handled.

Q. I will ask you if you know, whether or not there has been any inquiry made with regard to the development of the Missouri River for this class of traffic?

A. There have been.

Q. And do you regard it as probable that there will be that development on the Missouri River?

A. I feel confident that will be the case. After the City of Memphis constructed its municipal terminals which were turned over to the Federal Barge Line for operation, seven of the Pittsburgh steel companies developed facilities in connection with that terminal and at this time, Memphis is the largest

steel distributing center in the United States.

Mr. Skinner: This is a fact, that there is to the south and west of Kansas City, a considerable oil development which uses steel casings, heavy steel tools, steel pipe, pipeline material. Would you expect a similar development to supply that market in Kansas City?

A. I am quite confident there would be a similar development. In fact, gentlemen, that is what business is after.

Mr. Skinner: Now Mr. Schulz, viewing the Levee property of the City as a developed property, and taking into [fol. 3135] consideration the immediate use which would be made by the Inland Waterways Corporation of such grain elevator terminal dock facilities, and also taking into consideration the probable development of other agencies than the Inland Waterways Corporation in the use of the river, what portion of the developed Levee would you regard as the most valuable property thereon?

A. That portion lying east of the proposed Fairfax Road, as indicated on Exhibit 1.

Q. In other words, the river front property?

A. The river front property.

Q. Now, assuming that the grain elevator terminals were built and put into use, about what frontage in length—not as to location, would the Inland Waterways Corporation in your estimation, require for the grain transportation of which we have spoken?

A. I believe they would like to obtain at least the length of three of their standard, two thousand ton type barges.

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Mr. Skinner: Which would be approximately 750 feet?

A. I would say about 800 feet.

Q. You had considerable to do in the investigation preliminary to the location of the packet wharf, near state line in Kansas City, Missouri?

A. We made a very intensive study for a local merchandise terminal and bulk terminal for the Kansas City Dis-[fol. 3136] trict, and made a formal report for that project.

Q. Would the putting in of the improvements contemplated in this application, particularly the grain elevator terminal docks, be of any distinct advantage in the use of the facilities now provided by the Kansas City Missouri terminal?

A. It would be a very necessary adjunct.

Q. It is properly located for the economical handling of the different classes of freight?

A. It is.

Q. Would the proposed improvement, as set forth in this application, duplicate or compete with any existing facilities?

A. Absolutely not.

Q. As I understand your former testimony, this improvement would be the logical and proper development of the river front?

A. Correct.

Q. And would give all of the advantages possible to the use of both rivers?

A. That is correct.

Q. Now Mr. Schulz, I will ask you what has been your experience with regard to the terminals located upon the Mississippi River, and other rivers of the inland waterways

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as to whether or not business has increased in that line after terminals were established?

A. At St. Paul, Minnesota, the original grain river-side facilities had only storage capacity of about 600,000 bushels. This was increased during recent years to about 3,100,000 [fol. 3137] bushels, and is served by the Federal barge line. At Davenport, the Western Flour Mills, a subsidiary of the National Milling Company, made provisions and assigned the new improvements of some 300,000 bushels for barge line service both for in-bound and out-bound grain to that facility. At Burlington, Iowa, the barge line has docking facilities at what is known as the Burlington Elevator, which had, at the beginning of operations through that terminal, storage capacity of about 600,000 bushels; that now has been increased to 1,200,000 bushels capacity.

Q. In your survey and inquiries about the development of the Kansas City terminal, did you take into consideration as a part influencing your conclusions, the location of labor that might be employed in and about the industries which would spring up around such a terminal?

A. We did.

Q. I will ask you if there is abundant supply of labor of all kinds, within easy distance of the proposed levee development?

A. We found that to be true.

Q. Both skilled and unskilled?

A. Yes, sir.

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Mr. Skinner: With relation to other industries located in Kansas City which might use bulk freight brought to Kansas City by the barge line, is this Levee so located and planned to be connected therewith that these products could be economically handled, either from the Kansas City Missouri packet wharf, or from this bulk wharf?

[fol. 3138] A. I think it is ideally located for providing transfer facilities from river to rail, as well as to trucks, also for storage.

Q. In your survey of the property in its present condition, is it possible in its initial operation to make all of the necessary connections economically—both practical and adequate?

A. It is, and will give the Federal barge line direct contact to the rail lines leading west and northwest of Kansas City.

Q. In your contact with the Committee representing the

official governing body of the City of Kansas City, Kansas I will ask you whether or not you have been given to understand that it is the purpose of the governing body of the City of Kansas City, Kansas, to endeavor to cooperate to the fullest estent possible under the law, with the agencies of the government and the necessary private interests in working out a complete and satisfactory terminal for these purposes?

A. I am absolutely satisfied and convinced that is true.

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Mr. Skinner: Mr. Schulz, you have had a considerable experience in dealing with the development of combined rail and water terminals. You have made an intensive study of the Levee property at Kansas City, Kansas. I will ask you whether you have an opinion as to whether or [fol. 3139] not the valuation of 60 cents per square foot as an average price for the Levee is reasonable or unreasonable, considering that it would be improved according to the plan suggested?

A. I believe this is very conservative, and is somewhat lower than what the City of Memphis had to pay for its property which was unimproved at the time.

Q. In other words, at the time the City of Memphis bought the property on which it located its river terminal the property was in practically the same condition as the Levee property here is at present?

A. Yes, probably a little rougher.

Q. You have mentioned the terminal at Davenport, also Rock Island and Moline, and cities where agricultural implements are manufactured?

A. Yes.

Q. Possibly agricultural machinery would be handled between these points and Kansas City by the barge line?

A. Absolutely.

Q. Would it be feasible and economical to ship the Kansas hard wheat for milling purposes, to St. Paul and Minneapolis by barge line?

A. That is feasible, but I am not sure that it would come to pass.

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Mr. Skinner: What about the transportation of sugar, coffee, and such products that enter this country, or are produced in the region of New Orleans?

[fol. 3140] A. I believe that a large portion of the upstream tonnage by the barge line will be in the nature of sugar, sisal, coffee and possibly canned goods which originate along the Pacific coast.

Q. In other words, you believe that the Panama Canal traffic would be a factor in this development?

A. Absolutely.

Q. Now Mr. Schulz, taking into consideration the fact that you have stated that other barge lines ordinarily follow the developments by the Inland Waterways Corporation, do you believe that there will be a market for the river front property to these other and competing, or self-serving barge lines, that would follow. In other words, would there be a market for the river front property?

A. I am absolutely convinced that there would be. I feel quite sure when the barges begin operations on the Missouri River, there will be quite a demand for sites which are accessible to water as well as to rail; sites for receiving and storage of steel products, boat yards for making repairs of river transportation equipment, and similar industries.

Q. In addition to that, any industries that might locate there that manufactured products shipped out, would likewise be in the market for the same class of property?

A. Yes, sir. My only theory is that in a very few years you will not have enough property to offer to industries

that might care to come there. That has been our difficulty [fol. 3141] at Memphis, there is nothing left at Memphis.

Mr. Skinner: You are aware that the City is planning the construction of a road, or street through this property, that connects with the large Fairfax Industrial District to the north. I will ask you if that street should be carefully planned and located with relation to the improvements contemplated, and set forth in this application?

A. Such a road, or highway, I believe is absolutely essential for the development of this property, and it should be so located as to provide the best possible egress and ingress, not only to the grain terminal, but as*l* to the industries who may care to locate on this property; and also to the industries already located in the district to the north.

Q. Mr. Schulz, this property was dedicated by the founders of this City as a public Levee. The legislature has seen fit, in the granting of power to the City, to state that the property may be leased for not to exceed ninety-nine years. Would the fact that the terminal property, when developed, is subject to a ground lease only, prevent this property from being desirable to persons who might wish to use it?

A. I do not think so.

Q. Would a valuation such as has been named here, of 60 cents per square foot, be prohibitively high, upon which to base the terms of such a lease?

A. I do not think so; I think it would be a very at-ractive figure.

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[fol. 3142] Mr. Skinner: You understand that is an average?

A. It is an attractive figure.

Q. From your connection with the agencies of the Federal Government operating barge lines and leasing terminals, from your general knowledge of what has been done to improve the Missouri River and provide adequate channel for navigation, I will ask you to state whether or not, in your judgment, the development of the Kansas City Levee property is a logical part of the general government's plan to provide navigation on the Missouri River?

A. It is the logical plan as well as an absolutely essential plan, in order to promote navigation on the Missouri River.

Q. I will ask you this question Mr. Schulz: Would the improvement of this Levee, in the manner set out in the plans, be an addition to the rail service of transportation in the Kansas City center of development?

A. I am convinced that this proposed grain terminal project will not only be a great advantage to the Federal barge line but to all grain carriers operating in and through the Kansas City gateway. I further believe that it will give them considerable added tonnage over their present tonnage.

Q. Mr. Schulz, you mentioned the size of barge which you expected the Barge Company would use in this traffic for grain. What would they hold—approximately what number [fol. 3143] of bushels?

A. I think with an adequate channel of the authorized depth we ought to be able to load these barges

(35)

to between 40,000 and 50,000 bushels; with a channel above normal, you can at times load them for 8 feet, which will carry them somewhere around 60,000 bushels each.

Q. Now what number of barges would you say could be handled in each tow, down-stream?

A. The number of barges in a down-stream tow is not controlled by tonnage, it is controlled rather by the size of the two, and that is a matter that the barge line would have to experiment with in determining the safe size of tow on the down-stream movements.

(Mr. Schulz excused.)

Mr. Horner, Consulting Engineer of Kansas City, Missouri, testified as follows:

Mr. Skinner: Just state your name, your residence and your business.

A. O. H. Horner, residence 2800 Parkwood Boulevard, Kansas City, Kansas. Consulting Engineer, member of the firm of Horner & Wyatt, with offices at 470 Board of Trade Building, Kansas City, Missouri.

Q. I understand you have specified in your work in the construction of grain elevators?

A. That is correct,

Q. Your firm drew the plans which are attached to the [fol. 3144] *to the* City's application for the loan and grant, to the Federal government?

A. That is true.

Q. I will ask you to state what is the loading capacity per hour of grain that is provided in these

[Here follows 1 photolithograph, side folio 3145]

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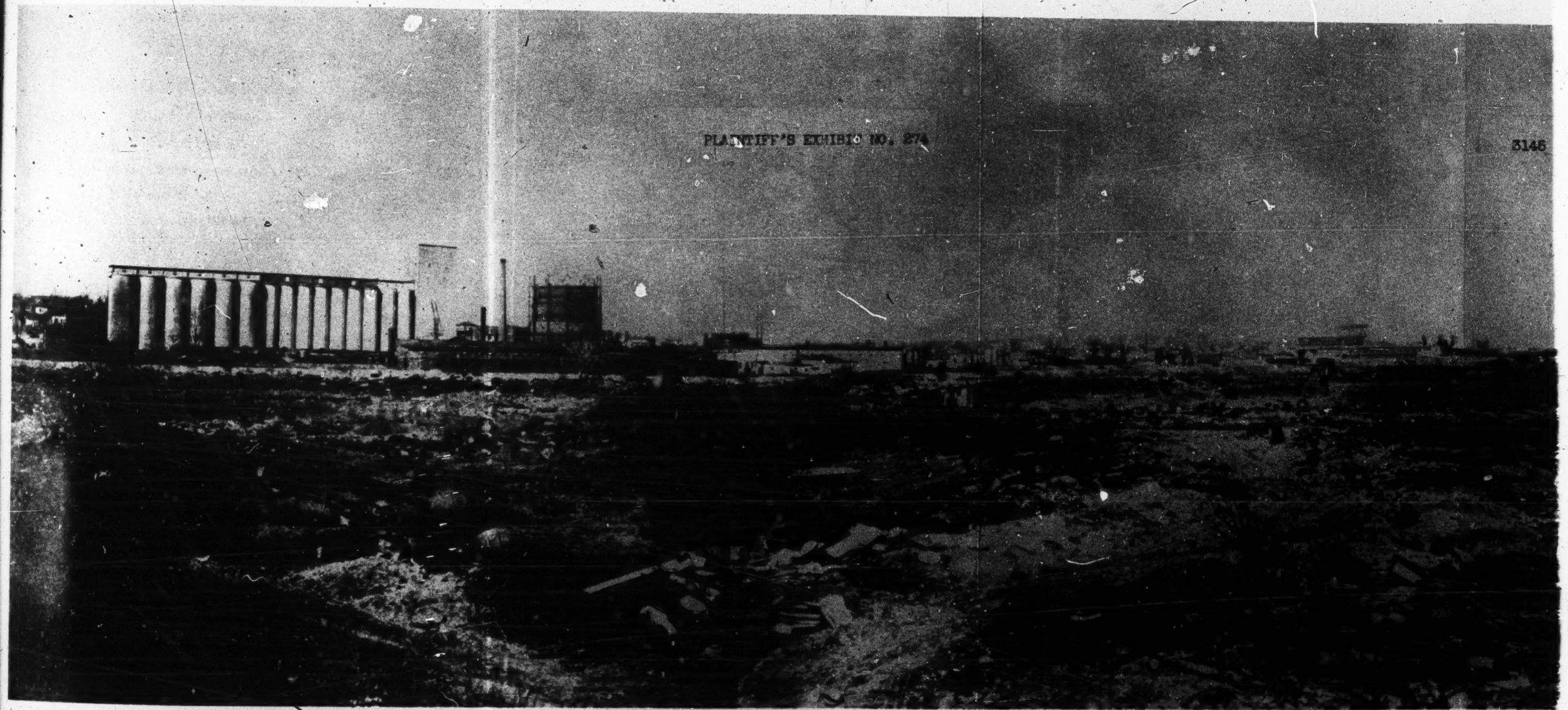
PLAINTIFF'S EXHIBIT NO. 274



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[fol. 3146] PLAINTIFF'S EXHIBIT No. 275

Bernice Jackson

April 30, 1940.

Exhibit No. 275 (pencil notation)

Witness —— ——

Sheet 1 of 4

Interstate Commerce Commission

Bureau of Valuation—Accounting Section

Statement showing the Original Cost as of March 31, 1940, of Kansas City Food Terminal facilities, Kansas City, Kansas, as listed below.

Part I

Property Owned by Union Pacific Railroad Company

Tracks located west of the east line of Minnesota Avenue on land owned by City of Kansas City, Kansas, but leased by the carrier, also tracks in the vicinity of Freeman Avenue and Water Street partly on city owned land and partly on right of way owned by the carrier, the original cost of which is distributed to primary accounts as follows:

Owned and Used

Acct. No.	Description	Original Cost
1	Engineering	$ 417
3	Grading	1,385 [1]
6	Bridge and trestle	10,156
8	Ties	1,341
9	Rails	713
[fol. 3147]		
10	Other track material	4,256
11	Ballast	237
12	Tracklaying and surfacing	1,333
13	Crossing signs	22
39	Crossing	2,277
	Total	$22,137

Tracks, paving, drainage, flood-lights and towers, etc., located east of Minnesota Avenue on public levee land leased from City of Kansas City, Kansas, divided between

owned and used and owned but not used, the original cost of which is distributed to primary accounts as follows:

Owned and Used

1	Engineering	$ 3,741
3	Grading	44,316
8	Ties	11,613
9	Rails	8,798
10	Other track material	12,876
11	Ballast	1,940
12	Tracklaying and surfacing	11,035
16	Paving, drainage system, flood-lights and towers, etc	88,435
	Total	$182,754

Owned But Not Used

(Not occupied by tracks)

3	Grading	15,991
16	Drainage system	8,646
	Total	24,637

Sheet 2 of 4

[fol. 3148] Tracks located north of public levee adjacent to east property lines of the Phillips Petroleum Company and the Great Lakes Pipe Line Company to a point near Quindaro Boulevard, all on carrier's own right of way, divided between owned and used and owned but not used, the original cost of which is distributed to primary accounts as follows:

Owned and Used

Acct. No.	Description	Original Cost
1	Engineering	$ 567
3	Grading	4,871
6	Culvert	164
8	Ties	6,411
9	Rails	4,863
10	Other track material	5,980
11	Ballast	1,097
12	Tracklaying and surfacing	6,175
	Total	30,128

The foregoing does not include $8,920 charged by carrier to Account 3—Grading for cost of moving and rebuilding Phillips Petroleum Company facilities in new location.

Owned But Not Used

(Not occupied by tracks)

3	Grading	$ 1,340 [1]

Track jointly owned and used by the Union Pacific Railroad Company and the Missouri Pacific Railroad Company extending from a connection with the city elevator lead [fol. 3149] track near the Missouri Pacific Railroad Company bridge across the Kansas River at the southeast end of the Food Terminal to Cold Storage Building located on public levee land leased from City of Kansas City, Kansas, the original cost of which is distributed to primary accounts as follows:

Jointly Owned and Used

Union Pacific Railroad Company proportion 50%

Missouri Pacific Railroad Company proportion 50%

1	Engineering	$ 67
3	Grading	217 [1]
8	Ties	1,286
9	Rails	1,116
10	Other track material	774
11	Ballast	385
12	Tracklaying and surfacing	1,411
	Total	5,256
	Union Pacific Railroad Company 50% proportion	2,628

Sheet 3 of 4

Tracks situated at the southeast end of the Food Terminal, including track serving city wharf located on public levee land leased from City of Kansas City, Kansas, the

original cost of which is distributed to primary account as follows:

Jointly Owned But Not Used

Union Pacific Railroad Company proportion 50%

Missouri Pacific Railroad Company proportion 50%

[fol. 3150]

Acct. No.	Description	Original Cost
1	Engineering	$ 93
8	Ties	1,379
9	Rails	1,063
10	Other track material	1,615
11	Ballast	1,113
12	Tracklaying and surfacing	1,950
	Total	7,213
	Union Pacific Railroad Company 50% proportion	3,606

[1] Represents costs for filling land to its present level, although the land is valued in its present condition.

[2] Includes cost of $44,181 for filling land to its present level, although the land is valued in its present condition.

[3] Includes cost of $1,596 for filling land to its present level, although the land is valued in its present condition.

Summary

Wholly owned and used	$235,019[a]
Wholly owned but not used	25,977[b]
Jointly owned and used	2,628[c]
Jointly owned but not used	3,606
Total Owned	267,230
Total Used	237,647

[fol. 3151] [a] Includes cost of $47,162 for filling land to its present level, although the land is valued in its present condition.

[b] Includes cost of $17,331 for filling land to its present level, although the land is valued in its present condition.

[c] Includes cost of $108 for filling land to its present level, although the land is valued in its present condition.

Part II

Property Owned by City of Kansas City, Kansas

Description		Original Cost
Produce Building "A"		$388,265
Produce Building "B"		383,512
Produce Building "C"		291,636
Produce Building "D"		544,209
Farmers' Market		186,318 [1]
Cold Storage Building:		
Building	$536,857	
Refrigeration and ice-making equipment	202,557	739,414
Water mains and refrigeration lines		55,847
Underground wiring and flood-lighting		67,541
Lateral and sanitary sewers		66,285
Jersey Creek sewer		214,454 [2]
[fol. 3152] Grading		12,612 [3]
Paving		192,741
Tracks		29,460
Preliminary		2,172
Architect's and engineer's traveling expenses		653
Legal, administrative, etc.		12,589
Interest on bonds		94,950
Total		$3,282,658

[1] Includes cost of $6,196 for filling land to its present level, although the land is valued in its present condition.

[2] Includes cost of $12,839 for filling land to its present level, although the land is valued in its present condition.

[3] Represents cost for filling land to its present level, although the land is valued in its present condition.

Appendix "A"

The cost of the following properties owned by City of Kansas City, Kansas, has not been included in Statement showing Original Cost of Kansas City Food Terminal

facilities as they are not considered applicable to the Food Terminal proper.

[fol. 3153] Description	Original Cost
Minnesota Avenue Extension	$92,186
Minnesota Avenue Retaining Wall	4,010
Retaining Walls and Paving	49,419
Structural Steel Work for Conveyor Gallery	8,190
*Merchants Building	103,817
Fill over Jersey Creek for City Department of Utilities	6,443
Preliminary	181
Architect's and Engineer's traveling expenses	54
Legal, Administrative, etc.	1,047
Interest on bonds	7,899
Total	$273,246

*Excluded because construction of building is incomplete.

[fol. 3154] PLAINTIFF'S EXHIBIT No. 276

Bernice Jackson

April 30, 1940

Sheet 1 of 3

Interstate Commerce Commission

Bureau of Valuation—Accounting Section

Property Owned by City of Kansas City, Kansas

Statement showing the Original Cost as of March 31, 1940, of Kansas City Food Terminal facilities, Kansas City, Kansas, comprising Produce Buildings "A", "B", "C", and "D", Farmers' Market, and Cold Storage Building and Equipment, including for each structure the direct costs applicable thereto and a proportion of the costs of other facilities not directly applicable to any particular structure but which are common to the project as a whole; also, the

proportion of such indirect costs applicable to Merchants' Building and Filling Station and Parkway, as follows:

Produce Building "A"	
Direct costs	$388,265
Indirect costs:	
Water mains and refrigeration lines	11,905
Underground wiring and flood-lighting	9,928
Lateral and sanitary sewers	8,411
Jersey Creek sewer	27,214
[fol. 3155] Grading	1,931
Paving	24,986
Tracks	7,365
Preliminary	333
Architect's and engineer's traveling expenses	100
Legal, administrative, etc.	1,927
Interest on bonds	14,537
Total original cost of Produce Building "A"	$496,902
Produce Building "B"	
Direct cost	$383,512
Indirect costs:	
Water mains and refrigeration lines	11,905
Underground wiring and flood-lighting	9,928
Lateral and sanitary sewers	8,604
Jersey Creek sewer	27,836
Grading	1,898
Paving	20,720
Tracks	7,365
Preliminary	327
Architect's and engineer's traveling expenses	98
Legal, administrative, etc.	1,894
Interest on bonds	14,287
Total original cost of Produce Building "B"	$488,374

Produce Building "C":

[fol. 3156] Direct costs	$291,636
Indirect costs:	
Water mains and refrigeration lines	11,904
Underground wiring and flood-lighting	9,745
Lateral and sanitary sewers	7,948
Jersey Creek sewer	25,713
Grading	1,502
Paving	17,582
Tracks	7,365
Preliminary	259
Architect's and engineer's traveling expenses	78
Legal, administrative, etc.	1,499
Interest on bonds	11,308
Total original cost of Produce Building "C"	$386,539

Sheet 2 of 3

Produce Building "D"

Direct costs	$544,209
Indirect costs:	
Water mains and refrigeration lines	11,904
Underground wiring and flood-lighting	11,970
Lateral and sanitary sewers	7,775
Jersey Creek sewer	25,156
Grading	2,557
Paving	24,679
[fol. 3157] Tracks	7,365
Preliminary	440
Architect's and engineer's traveling expenses	132
Legal, administrative, etc.	2,552
Interest on bonds	19,249
Total original cost of Produce Building "D"	$657,988[1]

[1] Of this amount $144,297 is assignable to the second story portion.

Farmers' Market:

Direct costs	$186,318
Indirect costs:	
Water mains and refrigeration lines	2,934
Underground wiring and flood-lighting	11,565
Lateral and sanitary sewers	23,100
Jersey Creek sewer	74,737
Grading	1,543
Paving	83,508
Preliminary	266
Architect's and engineer's traveling expenses	80
Legal, administrative, etc.	1,542
Interest on bonds	11,620
Total original cost of Farmers' Market	$397,213

Cold Storage Building and Equipment:

Direct costs	$739,414
[fol. 3158] Indirect costs:	
Water mains and refrigeration lines	$2,935
Underground wiring and flood-lighting	14,405
Lateral and sanitary sewers	5,866
Jersey Creek sewer	18,979
Grading	3,181
Paving	6,032
Preliminary	547
Architect's and engineer's traveling expenses	165
Legal, administrative, etc.	3,175
Interest on bonds	23,949
Total original cost Cold Storage Building and Equipment	$818,648

Merchants' Building:

Indirect costs:

Water mains and refrigeration lines	2,360
Lateral and sanitary sewers	2,201
Jersey Creek sewer	7,120
Paving	7,853
Total indirect costs assigned to Merchants' Building	19,534

Sheet 3 of 3

Filling Station and Parkway:

Indirect costs:

Lateral and sanitary sewers	2,380
Jersey Creek sewer	7,699
[fol. 3159] Paving	7,381
Total indirect costs assigned to Filling Station and Parkway	$17,460
Grand total	$3,282,658

Included in the foregoing are the following costs for grading and filling land to its present level, although the land is valued in its present condition, assigned to the structures indicated below.

Produce Building "A"	$3,560
Produce Building "B"	3,565
Produce Building "C"	3,042
Produce Building "D"	4,063
Farmers' Market	12,213
Cold Storage Building and Equipment	4,317
Merchants Building	426
Filling Station and Parkway	461
Total	31,647

[fol. 3160] PLAINTIFF'S EXHIBIT No. 277

Bernice M. Jackson

April 30, 1940

(Copy)

Washington, D. C., April 24, 1940.

Honorable E. I. Lewis, Director, Bureau of Valuation, Interstate Commerce Commission, Washington, D. C.

Dear Sir:

I herewith transmit the report of the Engineering Section upon the Kansas City Food Terminal, as of March 31, 1940.

Very respectfully, (Signed) Louis Hood, Head Valuation Engineer.

(Copy)

Interstate Commerce Commission

Bureau of Valuation

Engineering Report Upon the Kansas City Food Terminal showing Cost of Reproduction New and Cost of Reproduction Less Depreciation. Inventory as of March 31, 1940. Yearly Prices as of 1939.

[fol. 3161] (Copy)

Table of Contents

Kansas City Food Terminal

	Page
Map	1
Explanatory Text—Entire Food Terminal	2
" " Property Owned by Union Pacific Railroad Company	3
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Grand Summary—Property Owned by Union Pacific Railroad Company	6
" " Property Owned by City of Kansas City, Kansas	32
Summary By Accounts—All Property Wholly Owned and Used by Union Pacific Railroad Company	7
Detail Summary—All Property Owned by City of Kansas City, Kansas	33

[fol. 3162]

Part I

Property Owned by Union Pacific Railroad Company

		Wholly Owned and Used Valuation Sections Kansas			Wholly Owned But Not Used Val. Sec. Kansas	Jointly Owned and Used Val. Sec. Kansas	Jointly Owned But Not Used Val. Sec. Kansas
		1A Page	1B Page	1C Page	1B Page	2 Page	2 Page
Summary for Valuation Sections by Accounts:		8	12	16	20	22	25
Road:							
Account	1—Engineering	11	15	19	21	24	28
"	3—Grading	..	13	17	..	..	..
"	6—Bridges, Trestles and Culverts	9	..	17	..	..	..
"	8—Ties	9	13	17	..	23	26
"	9—Rails	9	13	17	..	23	26
"	10—Other Track Material	10	13	18	..	23	26
"	11—Ballast	10	14	18	..	24	27
"	12—Tracklaying and Surfacing	10	14	18	..	24	27
"	13—Signs	10	..	..	..	..	..
"	16—Station and Office Buildings	..	14	..	21	..	..
"	39—Assessments for Public Improvements	11	..	18	..	..	..
"	71 to 75 and 77—General Expenditures	11	15	19	21	24	28
"	76—Interest During Construction	11	15	19	21	24	28

[fol. 3163]

Owned Property
Val. Sec.
Kansas
3

Part II

Property Owned by City of Kansas City, Kansas

	Page
Summary	33
Produce Building "A"	34
" " "B"	34
" " "C"	34
" " "D"	35
Cold Storage Building	35
Farmers' Market	35
Jersey Creek Sewer	36
Paving, Curbing and Sidewalks	36
Lateral Storm and Sanitary Sewers	36
Water Mains and Refrigeration Lines	36
Underground Wiring and Flood Lighting	36
Gas Lines at Farmers' Stalls	36
Fire Hydrants and Islands	36
Railroad Tracks	36
Engineering	37
General Expenditures	37
Interest During Construction	37
Appendix "A"	38

(Here follows 1 photolithograph, side folio 3164)

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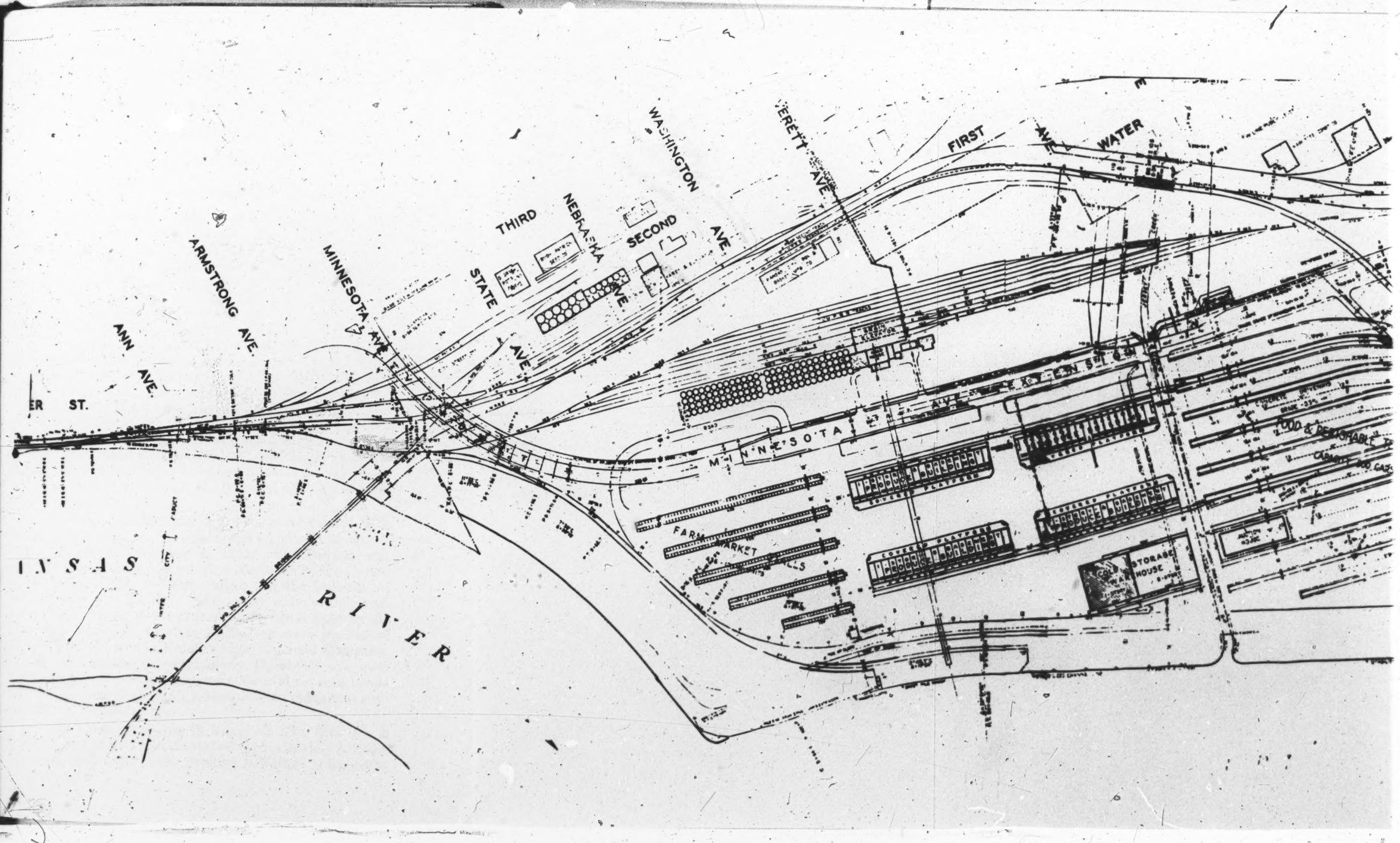
WASHINGTON AVE.
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FIRST AVE.
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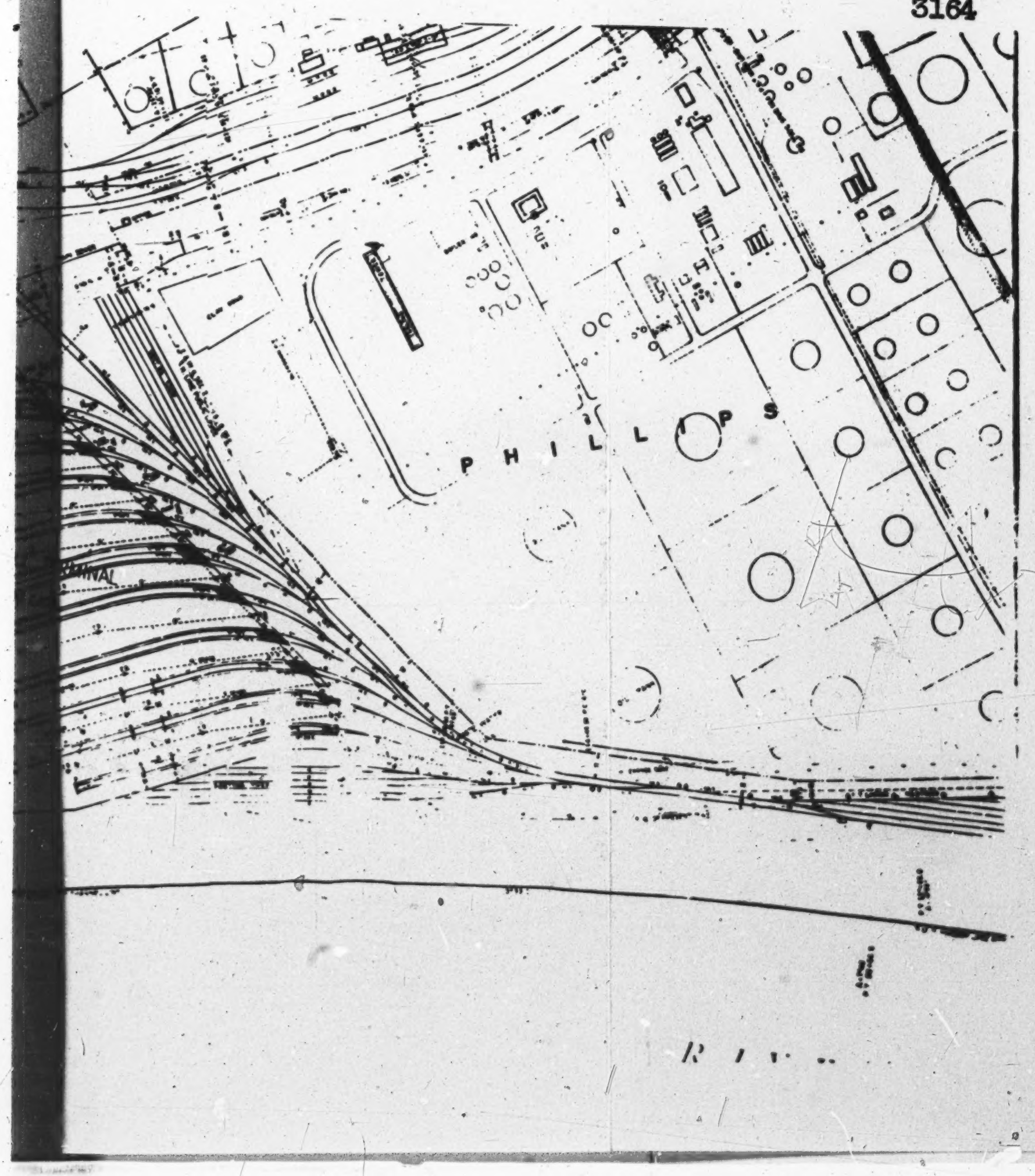
THIRD
NEBRASKA
SECOND
AVE.
STATE
AVE.
MINNESOTA AVE.
ARMSTRONG AVE.
ANN AVE.
ER ST.
MINNESOTA
FARMERS MARKET
COVERED PLATFORM
COLD STORAGE WAREHOUSE
IVSAS
RIVER

33701
3164



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[fol. 3165] (Copy)

Plaintiff's Exhibit No. 277—Page 2

Explanatory Text

Kansas City Food Terminal

Description and Location of Entire Property

The produce terminal is located at Kansas City, Kansas, on the public levee owned by the city. It consists of a market for wholesale produce businesses, with buildings, railroad tracks, and other facilities for serving the terminal. The team track yard and most of the facilities north of Jersey Creek were constructed by the Union Pacific Railroad Company on land leased from the city under agreement dated November 28, 1938. The land so leased is that portion of the public levee located east of the east line of Minnesota Avenue and north of the north line of a street built over the enclosure of Jersey Creek and extending along the west bank of the Missouri River, containing an area of approximately 25 acres. The land is leased for a period of 30 years, with option to extend the lease for three successive periods of 23 years each, at an annual rental of $10,760. The cold storage plant, four produce dealers' buildings, farmers' market, and terminal house trackage south of Jersey Creek are owned by the City. In all, the terminal occupies an area of approximately 62 acres.

Construction of the terminal began the early part of 1939, and is still incomplete. It was, however, placed in operation on or about December 4, 1939. The project was [fol. 3166] financed by a grant of public funds by the United States Public Works Administration and the issuance of revenue bonds by the city. The grant was for approximately $1,710,000 or 45 per cent of all facilities built by the city, while the bonds, totaling $3,000,000, were purchased and are now held by the Union Pacific Railroad Company. Of this total amount, approximately $1,054,000 was used for the purpose of retiring a previous issue of revenue bonds by the city and secured by all revenues from industries constructed on the public levee.

The cold storage building is leased to The City Ice & Fuel Company at an annual rental of approximately $38,500. Individual stall space in the produce buildings is leased to

various merchants, while one of such buildings is equipped with a second floor having many small offices that are rented to brokers, transportation agencies, and other firms. There is now under construction a merchants building, located on the east side of Minnesota Avenue, will space for a bank, drug store, and lunch room.

Physical Conditions Affecting Construction

As previously stated, the terminal occupies an area of approximately 62 acres on the west bank of the Missouri River, near its confluence with the Kansas River. The land upon which the terminal is built was originally used as a dumping ground, but about two years ago, it was brought almost to its present level by sand dredged from the river, and is now protected from flood waters by dikes and revet- [fol. 3167] ments built by United States Army Engineers.

Economic Conditions Relating to Traffic

The terminal is modern in every respect and is designed for handling transcontinental carload shipments of fresh fruits and vegetables. In general shipments are not consigned to any consignee at the market. Inspection facilities are provided and, after inspection, the produce is either purchased by a wholesale dealer for local distribution or the car is diverted through brokers to some distant market. Approximately 80 per cent of the traffic arriving at the market is diverted. At present the Union Pacific Railroad Company exclusively performs the switching of cars to or from the terminal. The rates prescribed in Union Pacific Railroad Company's Tariff I. C. C. No. 4710, effective February 1, 1940, are $6.60 per car if shipments come to the market from other rail lines, and a similar charge is made for outgoing cars. If the car is unloaded at the terminal, the charge is $13.20. These switching charges are absorbed by the line-haul carrier. Small quantities of produce are also trucked in and disposed of to local dealers.

Division of Property Between Owners

For the purpose of keeping separate the property owned by the Union Pacific Railroad Company and that owned by the City, this report has been prepared in two parts. Part I shows the Costs of Reproduction New and Less Depreciation of property owned by the railroad company, and Part

[fol. 3168] II contains similar information with respect to city owned property allocated directly to the terminal.

(Copy)

Part I

Property owned by Union Pacific Railroad Company

Plaintiff's Exhibit No. 277—Page 3

Description of Property

The property owned by the Union Pacific Railroad Company and used in connection with serving the Kansas City Food Terminal, consists of two ladder or lead tracks extending in a general easterly direction from its Wyandotte Spur (which was constructed many years ago), located west of Minnesota Avenue, across the public levee to a point a few hundred feet inward from the United States Harbor Line adjacent to the southeastern property line of the Phillips Petroleum Company; thence northerly along the easterly property lines of the Phillips Petroleum Company and the Great Lakes Pipe Line Company to a point near Quindaro Boulevard, aggregating 2.050 miles. Projecting from the south ladder track at the present time are 14 tracks, varying in length from 830 to 1,571 feet, comprising the Food Terminal team track yard, while extending from the north ladder track are 6 tracks, varying in length from 393 to 649 feet, comprising the West Sorting Yard. In addition there [fol. 3169] is a track 2521.5 feet long, located along the easterly property line of the Phillips Petroleum Company lying between the south and north ladder tracks, known as the "Center Run-Around Track." There are also several crossovers. The wholly owned and used trackage aggregates 6.244 miles, and was built during 1939. In addition, the Union Pacific Railroad Company and the Missouri Pacific Railroad Company jointly own and use four tracks, aggregating 0.922 undivided miles. These joint tracks, which were built in December 1938, are situated at the south end of the Food Terminal east of Minnesota Avenue on city levee land leased under agreement dated April 15, 1937. At the present time, only one of these joint tracks, 0.464 mile long, is being used in connection with serving the Cold Storage Building. Of the other three tracks, two are either disconnected or the switches are spiked prohibiting their use

at present, while the wharf track was installed for the purpose of providing a rail-to-river and river-to-rail transportation service which thus far has never materialized. The three tracks, aggregating 0.458 miles, have been classified in this report as "Jointly Owned But Now Used."

Most of the railroad owned tracks are located on land leased from the city, known as the Public Levee. The tracks outside the levee area are located on the Union Pacific Railroad Company's right of way.

The area between the team track yard is provided with [fol. 3170] concrete paved driveways and roadway leading off the east side of Minnesota Avenue to permit trucks to haul from or make deliveries of produce to freight cars, or for inspection purposes. This yard is also provided with an extensive drainage system and is illuminated at night by a series of flood lights located on high steel towers.

Mileage and Valuation Sections

For the purpose of making certain separations in the railroad owned property, valuation sections have been established as follows, with mileage as indicated:

Valuation Section 1A-Kansas

All property located west of the east line of Minnesota Avenue on land owned by the city but used by the Union Pacific Railroad Company under Ordinance No. 30389, dated January 14, 1939; also, a small area in the vicinity of Freeman Avenue and Water Street, extending across Jersey Creek, partly on the city levee land and partly on Union Pacific Railroad Company's right of way ..... 0.326 mile

Valuation Section 1B-Kansas

All property located east of the east line of Minnesota Avenue, south of the north line of the public levee, west of the Missouri River, and north of the north line of Jersey Creek, on public levee land leased by the Union Pacific [fol. 3171] Railroad Company from the city under agreement dated November 28, 1938 ..... 3.807 miles

Valuation Section 1C-Kansas

All property located north of the public levee adjacent to east property lines of the Phillips Petroleum Company and the Great Lakes Pipe Line Company to a point near Quindaro Boulevard, all situated on Union Pacific Railroad Company's right of way..... 2.111 miles

Valuation Section 2-Kansas

All property jointly owned and used by the Union Pacific Railroad Company and the Missouri Pacific Railroad Company extending from a connection with the city elevator lead track, near the Missouri Pacific Railroad Company's bridge across the Kansas River at the southeast end of the Food Terminal, to the Cold Storage Building located on public levee land leased from the city under agreement dated April 15, 1937..... 0.464 mile

This section also includes three tracks classified in this report as "Jointly Owned But Not Used", as hereinbefore mentioned..... 0.458 mile

Several of the Union Pacific Railroad Company's wholly owned tracks east of Minnesota Avenue are located on both city public levee land and carrier owned right of way, and [fol. 3172] it was necessary to split the quantities at the levee line in order to set up separately the portions thereof assignable to valuation sections 1B and 1C-Kansas.

Plaintiff's Exhibit No. 277—Page 4

Physical Characteristics of Property

Grading

With the exception of the area located north of the public levee adjacent to east property lines of the Phillips Petroleum Company and the Great Lakes Pipe Line Company (Stations 18-00 to 54-00), all on Union Pacific Railroad

Company's right of way, the grading is reflected in the land value.

The entire public levee owned by the city, consisting of approximately 102 acres abutting upon the banks of the navigable Missouri River was originally a dumping ground. Between October, 1936, and October, 1937, a total of 858,524 cubic yards of fill were placed on the levee, including the area now occupied by the city elevator, Food Terminal, and Union Pacific Railroad Company's team track yard. This fill averaged between six and ten feet and was made by dredging sand and muck from the river. Additional fill was placed on that portion of the public levee leased from the city by the Union Pacific Railroad Company prior to constructing its team track yard, in order to bring the land to the same general level as adjacent property. A considerable area in addition to that now occupied by tracks is filled but unused at present. The railroad company con- [fol. 3173] templates building additional tracks in the future.

Bridges, Trestles and Culverts

The only property owned by the railroad company under this heading consists of an 8-span frame trestle over Jersey Creek, a concrete bridge over the main Fairfax drainage sewer, and a pipe culvert.

Ties

Crossties are all 7 by 9 inches by 9 feet, creosote and oil treated and average about sixteen per 33-foot rail on tangent and 18 on curves. All switch and crossing ties are 7 by 9 inches, creosote and oil treated fir. Bridge ties are 8 by 8 inches by 9 feet, creosote and oil treated fir.

Rail

All rail is 90-pound, A. R. A., open hearth, relay.

Other Track Material

All switches are new, single split, bolted type, 90-pound, 16½ feet long. All frogs are new, rigid, bolted type, Nos. 8, 8½, and 10, varying in length from 11 to 16½ feet.

Switch stands are secondhand, Hub ground throw and Low and High Star. All guard rails are new, one piece, solid manganese, 8 feet 7 inches long. There are two standard, bolted, 90-pound railroad crossing frogs over the city elevator lead track west of Minnesota Avenue. Gauge rods are used on curves. There are 18 new, Durable bumping posts on stub end team and sorting yard tracks. Most of [fol. 3174] the joints are 90-pound, 27-inch, 4-hole, continuous. Tracks are fully tie plated.

Ballast

The tracks, in general, are ballasted with cinders to an average depth of one foot. Where the roadway from the east side of Minnesota Avenue crosses the team track yard, there is a small amount of Sherman Hill gravel ballast. The wide area between team tracks has been surfaced with cinders.

Crossings and Signs

The two ladder tracks cross Minnesota Avenue in reaching the Food Terminal and it was necessary for the railroad company to provide a small amount of concrete paving at this grade crossing. Standard railroad crossing signs are located on each side of this crossing. Other grade crossings have planking on rock quarry waste.

Team Track Yard Facilities

The area between the team track yard is provided with concrete paved driveways and a roadway leading off the east side of Minnesota Avenue to permit trucks to haul from or make deliveries of produce to refrigerator cars, or for inspection purposes. The team track yard is also provided with an elaborate drainage system consisting of manholes, catch basins, and concrete pipe, varying from 12 to 36 inches in diameter. The filled area unoccupied by tracks at present is also provided with a drainage system but the material has been classified in this report as "Owned But Not Used". Flood lights located on steel towers il- [fol. 3175] luminate the entire team track yard at night. There are other facilities of a minor nature.

Plaintiff's Exhibit No. 277—Page 5

Engineering and General Expenditures

Engineering

The cost of engineering has been estimated for all property owned by the Union Pacific Railroad Company at 4 per cent on total of Road Accounts 3 to 47, inclusive.

General Expenditures

General Expenditures, Accounts 71 to 77, exclusive of Account 76, have been estimated at 1½ per cent on total of Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction

Interest During Construction, Account 76, has been estimated on total of Road Accounts 1 to 47, exclusive of Account 2, Land, and on total of Accounts 71 to 77, exclusive of Account 76, at 6 per cent for one-half the construction period, plus three months.

Construction Periods

It is estimated that a period of six months would be required to construct and place in operation all property wholly owned by the Union Pacific Railroad Company and two months for that jointly owned with the Missouri Pacific Railroad Company.

General Information

[fol. 3176] **Shrinkage**

To the measured volume of ballast in track 10 per cent has been added to obtain the pay quantities.

Waste

The following percentages in measured quantities have been added for waste:

Track spikes	3 per cent
Track bolts	1 " "
Joints	2 " "
Nut locks	2 " "

Scrap Value

Rail	$12.50 per gross ton
Turnout and track material	.50 " cwt.

Material Yard Expense

Rail	$ .98 per gross ton
Other track material	1.33 " net ton
Crossties	.06 each
Switch and bridge ties	2.22 per M.B.M.

Grand Summary

Union Pacific Railroad Company

Summary of costs of property owned or used, exclusive of land, in connection with the Kansas City Food Terminal

Classification	Main Track Miles	Yard Tracks and Sidings	All Track Miles	Reproduction Cost New	Reproduction Cost Less Depreciation	Ratio Reproduction Cost Less Depreciation to Reproduction Cost New
Wholly Owned and Used	0.000	6.244	6.244	$248,307	$248,307	100
Wholly Owned But Not Used Property Out of Service	0.000	0.000	0.000	11,673	11,673	100
Jointly Owned and Used:						
50% by Union Pacific Railroad Company.....)						
50% by Missouri Pacific Railroad Company....)	0.000	0.464	0.464	7,245	7,061	97
The Union Pacific Railroad Company's Portion..	....	....	....	3,623	3,531	97
[Vol. 3178]						
Jointly Owned But Not Used:						
50% by Union Pacific Railroad Company.....)						
50% by Missouri Pacific Railroad Company....)	0.000	0.458	0.458	9,899	9,899	100
The Union Pacific Railroad Company's portion...	....	....	....	4,950	4,950	100
Grand Total Owned.....	0.000	6.244	6.244	268,553	268,461	100
		0.922	0.922			
Grand Total Used.....	0.000	6.244	6.244	251,930	251,838	100
		0.464	0.464			

* Mileage covering jointly owned and used and jointly owned but not used tracks. Cost figures include carrier's portion only of the joint property, but mileage is undivided.

PLAINTIFF'S EXHIBIT NO. 277

INTERSTATE COMMERCE COMMISSION

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I. C. C. Form No. 315
Owner [redacted]
Operating Company [redacted]
Subdivision [redacted] State [redacted]
Valuation Section No. [redacted]
Mileage [redacted] to [redacted]
[redacted] Miles Main Line, [redacted] Miles all Tracks*

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

[redacted]

Date of Inventory as of [redacted], 19[redacted]
Date Completed [redacted], 19[redacted]
Compiled by [redacted]
Correct [redacted]
Approved [redacted]

Sched. No.	Class	Original Cost to Dec. 31, 19[redacted]	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation	Sched. No.	Remarks
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	I. Steam	$	$	$		
1	[redacted]		9,128	9,128	1	
2	[redacted]				2	
3	[redacted]		3,176	3,176	3	
4	[redacted]				4	
5	[redacted]				5	
6	[redacted]		9,938	9,938	6	
7	[redacted]				7	
8	[redacted]		38,061	38,061	8	
9	[redacted]		33,334	33,334	9	
10	[redacted]		25,497	25,497	10	
11	[redacted]		3,070	3,070	11	
12	[redacted]		16,261	16,261	12	
13	[redacted]		30	30	13	
14	[redacted]				14	
15	[redacted]				15	
16	[redacted]		97,666	97,666	16	
17	[redacted]				17	
18	[redacted]				18	
19	[redacted]				19	
20	[redacted]				20	
21	[redacted]				21	
22	[redacted]				22	
	[redacted]					
	[redacted]		2,995	2,995		
	[redacted]					
	[redacted]					
	[redacted]		

I. C. C. Form No. 312
Owner [illegible] Railroad Company
Operating Company ..... Co.
Station ..... State ..... Division
Valuation Section No. ..... Sec.
Field Work Completed ..... by .....
Line ..... Miles Main Line, 9.884 ..... Miles all Tracks*

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

Date of Inventory as of March 31, 1918
Date Completed ..... April 1 1918
Compiled by ..... J. [illegible]
Correct ..... [illegible]
Approved .....

No. of Primary Accounts	Classification	Unit Prices Current Year	Cost of Reproduction New	Cost of Reproduction Less Depreciation	Sec. and P. Land Values	Remarks
	I. Road:					
1	Engineering,		854	854		All property located west of Minnesota Avenue on land owned by the city of Kansas City, Kansas, but used by the Union Pacific Railroad Company under Ordinance No. 22000, dated January 14, 1909; also a small area in the vicinity of Kansas Avenue and River Branch extending across Jersey Creek partly on city lots and partly on railroad right of way.
2	Land for transportation purposes,					
3	Grading,					
4	Underground power ducts,					
5	Tunnels and subways,					
6	Bridges, trestles, and culverts,		9,884	9,884		
7	Elevated structures,					
8	Ties,		2,227	2,227		
9	Rails,		1,600	1,600		
10	Other track material,		4,007	4,007		
11	Ballast,		210	210		
12	Track laying and surfacing,		1,854	1,854		
13	Right-of-way fences,		20	20		
14	Snow and sand fences and snowsheds,					
15	Crossings and signs,					
16	Station and other buildings,					
17	Roadway buildings,					
18	Water stations,					
19	Fuel stations,					
20	Shops and engine houses,					
21	Grain elevators,					
22	Storage warehouses,					
23	Wharves and docks,					
24	Coal and ore wharves,					
25	Gas producing plants,					
26	Telegraph and telephone lines,					
27	Signals and interlockers,					
28	Power plants, equip. and pipe lines,					
29	Power plant buildings,					
30	Power substation buildings,					
31	Power transmission systems,					
32	Power distribution systems,					
33	Power line poles and fixtures,					
34	Underground conduits,					
35	Miscellaneous structures,					
36	Paving,					
37	Roadway machinery,					
38	Roadway small tools,					
39	Assessments for public improvements,					
40	Preliminary engineering and miscellaneous,		2,000	2,000		
41	Cost of road purchased,					
42	Reconstruction of road purchased,					
43	Other expenditures—Road,					
44	Shop machinery,					
45	Power plant machinery,					
46	Power station apparatus,					
47	Superintendence, general and engineering,					
	Total, 1 to 47, inclusive,		23,450	23,450		
	II. Equipment:					
51	Steam locomotives,					
52	Other locomotives,					
53	Freight-train cars,					
54	Passenger-train cars,					
55	Motor equipment of cars,					
56	Floating equipment,					
57	Work equipment,					
58	Miscellaneous equipment,					
	Total, 51 to 58, inclusive,					
	III. General Expenditures:					
71	Organization expenses,					
72	General officers and clerks,		207	207		
73	Law,					
74	Stationery and printing,		804	804		
75	Taxes,					
76	Other expenditures—General,					
77	General during construction,					
	Total, 71 to 77, inclusive,		1,011	1,011		
	Grand total, 1 to 77, inclusive,		23,450	23,450		
	Grand total—Other,					

Forms approved Oct. 7, 1918.

* Main mileage to Commodities.

I. V. Form No. 555

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: Union Pacific Railroad Company — Sheet No. ..... of this valuation section.

Val. Section No. 10-Kansas — Miles Main Line ..... Miles all Tracks* — Approved: Louis Hoel

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION (2)	Land Out (3)	Land In (4)	UNIT (5)	NUMBER OF UNITS (6)	COST OF REPRODUCTION Per Unit (7)	Total (8)	Less Depreciation (9)
	Acct. No. 6 Title BRIDGES, TRESTLES AND CULVERTS (U.S.C.)							
Sta. 116/78.1								
	6-Span Pile Trestle over Jersey Creek, Length 118 Feet							
	Piling, creosoted fir	100		Lin.Ft.	1305	.98	1,277	1,277
	Stringers, untreated fir, 8"x 17"	100		M.B.M.	10.880	60.00	653	653
	Other timber, creosote and oil treated fir	100		"	9.474	79.00	708	708
	Galvanized iron fire dock, No. 20 gauge	100		Lb.	1878	.07	131	131
	Hardware	100		"	2825	.07	197	197
	Water barrel, steel	100		Each	1	8.00	8	8
	Total Pile and Frame Trestle		100				3,930	3,930
Sta. 2/01								
	Concrete Bridge over Shirley Drainage Sewer							
	Piling, concrete, 14" diam. (60' long)	100		Lin.Ft.	1200	2.400	2,880	2,880
	Concrete	100		Cu.Yd.	174	13.500	2,349	2,349
	Shoeing, 1/2"x 6"	100		Lin.Ft.	80	1.000	80	80
	Reinforcing steel	100		Lbs.	21601	.048	976	976
	Total Concrete Bridge		100				6,285	6,285
	Total for Valuation Section		100				9,215	9,215
	ACCT. 8 - TIES							
	Tent Tracks and Sidings:							
	Spur Track:							
	Pine, hewn, creosote and oil treated	100		Each	670	1.95	1,307	1,307
	Switch Track:							
	Fir, sawn, creosote and oil treated	100		M.B.M.	9.991	51.00	510	510
	Crossing Track:							
	Fir, sawn, creosote and oil treated	100		"	1.922	51.00	98	98
	Bridge Track:							
	Fir, sawn, creosote and oil treated	100		"	5.882	56.25	332	332
	Total Tent Tracks and Sidings		100				2,247	2,247
	Total for Valuation Section		100				2,247	2,247
	ACCT. 9 - RAILS							
	Tent Tracks and Sidings:							
	Relay 85-lb. — Track Miles 0.029	100		Gr.Ton	42.480	33.00	1,402	1,402
	Total Tent Tracks and Sidings		100				1,402	1,402
	Total for Valuation Section		100				1,402	1,402

PL. EX. 27 ... APR 3 0 19...

I. C. C. Form No. 4

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Union Pacific Railroad Company — Sheet No. — of this valuation section.

Val. Section No. 14-Illinois — Miles Main Line, — Miles all Tracks.* — Approved: Louis Hood

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION (Where but a single percentage is stated it represents both per cents.)	Land	Improvements	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION Per Unit (4) $	New Total (5) $	Less Depreciation (6) $
	Acct. No. 10 Title OTHER TRACK MATERIAL (I. C. C. classification)							
	Yard Tracks and Sidings:							
	Switches:							
	Split 61-lb. to 90-lb. inclusive		100	Each	3	226.00	678	678
	Switch stands:							
	High stem		100	"	3	23.10	69	69
	Frogs:							
	Split 61-lb. to 90-lb. inclusive		100	"	3	144.00	432	432
	Guard rails and fastenings at turnouts		100	"	6	35.80	201	201
	Guarding frogs		100	"	2	885.00	1,770	1,770
	Rail:							
	New 61-lb. to 90-lb. inclusive, plain angles (4)		100	Cwt.	2.80	3.18	8	8
	Relay 61-lb. to 90-lb. inclusive, plain angles (2)		100	"	1.25	2.07	3	3
	New 90-lb., 39', 6-hole, continuous		100	Each	16	5.25	84	84
	Relay 90-lb., 39', 6-hole, continuous		100	"	65	2.18	181	181
	Rail:							
	5/16"x 4-5/8" (416)		100	Cwt.	6.24	4.75	30	30
	Bolts:		100	M.	0.396	60.00	24	24
	Tie plates:							
	Relay (1,979)		100	Cwt.	123.60	1.75	216	216
	Gage rods		100	Each	69	4.25	293	293
	Spikes		100	Cwt.	28.77	5.25	151	151
	Total Yard Tracks and Sidings		100				4,097	4,097
	Total for Valuation Section		100				4,097	4,097
	ACCT. 11 - BALLAST							
	Yard Tracks and Sidings:							
	Cinder ballast:							
	Level		100	Cu.Yd.	969	.32	310	310
	Total Yard Tracks and Sidings		100				310	310
	Total for Valuation Section		100				310	310
	ACCT. 16 - GRADING AND UNDERCUTTING							
	Yard Tracks and Sidings:							
	Roughspiking and initial surfacing, 61-lb. to 90-lb.			Mile	0.286	1380.00	440	
	Removing bridge timber			M.B.M.	5.800	17.75	103	
	Placing cinder ballast			Cu.Yds.	969	.35	340	
	" turnouts			Each	3	67.00	201	
	" crossing frogs			"	2	90.00	180	
	" tie plates			"	1979	.022	35	
	" gage rods			"	69	.07	5	
	Total for Valuation Section		100				1,304	1,304
	ACCT. 18 - BRIDGES, TRESTLES, AND CULVERTS							
	Minnesota Avenue Cinder Subway							
	Standard railroad crossing signs		100	Each	2	15.00	30	30
	Total for Valuation Section		100				30	30

PL. EX. 2

3384

I. V. Form No. 218

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: Union Pacific Railroad Company

Sheet No. ..... of this valuation section.

Val. Section No. 14-Oregon ..... Miles Main Line, ... Miles all Tracks.*

Approved: Lewis Hand

ITEM NO.	Where but a single percentage is entered it represents both per cents. CLASSIFICATION OF PROPERTY AND DESCRIPTION	Land Acq.	Land Dev.	UNIT	QUANTITIES OF UNITS	COST OF REPRODUCTION Per Unit	Gross Total	Less Depreciation
	Acct. No. 32 Title PUBLIC IMPROVEMENTS - CONSTRUCTION (U. C. C. classification)							
	Snake Crossings							
	Temporary crossing near Jersey Creek Trestle							
	Embankment	100		Cu.Yd.	10	.30	3	3
	Planking	100		M.B.M.	.900	60.00	54	54
	Rural crossing of Hampton Avenue							
	Embankment	100		Cu.Yd.	100	.30	30	30
	Concrete	100		"	198.91 /	13.80	2,746	2,746
	Reinforcing steel	100					387	387
	Total for Valuation Section		100				3,220	3,220
	ACCT. 1 - ENGINEERING							
	6 per cent of Cost of Reproduction New of Road Accounts 2 to 47, inclusive	100		$	$1,000	.06	554	554
	ACCTS. 71-77 - GENERAL EXPENDITURES							
	Accounts 71 to 75 and 77 - General Expenditures							
	1-1/2 per cent of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 2 - Land)	100		$	$2,400	.015	397	397
	Account 76 - Interest During Construction							
	6 per cent per annum of Cost of Reproduction New for one-half the construction period plus 6 months of Road Accounts 1 to 47, inclusive (except Account 2 - Land) and of General Expenditures, Accounts 71 to 75 and 77							
	Construction period 6 months Interest							
	Total on 1 to 47						2,400	
	Total on 71 to 75 and 77						397	
	Total Account 76	100		$	$2,796	.03	554	554
	Total All		100				1,021	1,021

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FILED EX. 277 [illegible] DEP 3 1936

I. V. Form No. 700
Owner [illegible]
Operating Company ..... Sta. .....
Division ..... State ..... Subdivision .....
Valuation Section No. ..... Id. .....
From [illegible] to .....
[illegible] Miles Main Line, [illegible] Miles all Tracks*

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

WHOLLY OWNED AND USED

Date of Inventory as of March 31, 1940
Date Compiled April 1, 1940
Compiled by J.S.B.
Checked by [illegible]
Approved .....

Acct. No.	Classes	Original Cost to Dec. 31, 19[illegible]	Cost of Reproduction New	Cost of Reproduction Less Depreciation	Acct. No.	Remarks
	I. Rents	$	$	$		
1	Engineering,		6,668	6,668	1	All property located east of the east line of Minnesota Avenue, south of the north line of the Public Levee, east of the Missouri River, and north of the north line of Jersey Creek, on Public Levee land leased by the Union Pacific Railroad Company from the city of Kansas City, Kansas, under agreement dated November 28, 1923.
2	Land for transportation purposes,				2	
3	Grading,		389	389	3	
4	Underground power tubes,				4	
5	Tunnels and subways,				5	
6	Bridges, trestles, and culverts,				6	
7	Elevated structures,				7	
8	Ties,		19,216	19,216	8	
9	Rails,		17,288	17,288	9	
10	Other track materials,		19,720	19,720	10	
11	Ballast,		3,386	3,386	11	
12	Track laying and surfacing,		9,837	9,837	12	
13	Right-of-way fences,				13	
14	Snow and sand fences and snowsheds,				14	
15	Crossings and signs,				15	
16	Station and other buildings,		97,666	97,666	16	
17	Roadway buildings,				17	
18	Water stations,				18	
19	Fuel stations,				19	
20	Shops and engine houses,				20	
21	Grain elevators,				21	
22	Storage warehouses,				22	
23	Wharves and docks,				23	
24	Coal and ore wharves,				24	
25	Coke [illegible] plants,				25	
26	Telegraph and telephone lines,				26	
27	Signals and interlockers,				27	
28	Power plants, cables, and pipe lines,				28	
29	Power plant buildings,				29	
30	Power substation buildings,				30	
31	Power transmission systems,				31	
32	Power distribution systems,				32	
33	Power line poles and fixtures,				33	
34	Miscellaneous structures,				34	
35	Roadway machines,				35	
36	Public improvements,				36	
37	Shop machinery,				37	
38	Power plant machinery,				38	
39	Power substation apparatus,				39	
40	Telegraph, telephone and signal equipment,				40	
	Total, I to 40, inclusive,		173,000	173,000		
	II. Equipment					
51	Steam locomotives,				51	
52	Other locomotives,				52	
53	Freight train cars,				53	
54	Passenger train cars,				54	
55	Motor equipment of cars,				55	
56	Floating equipment,				56	
57	Work equipment,				57	
58	Miscellaneous equipment,				58	
	Total, 51 to 58, inclusive,					
	III. Common Equipment					
71	Organization expense,				71	
72	General officers and clerks,		2,000	2,000	72	
73	Law,				73	
74	Engineering and [illegible],				74	
75	Taxes,		5,295	5,295	75	
76	Other expenditures—General,				76	
77	General during construction,				77	
	Total, 71 to 77, inclusive,		7,000	7,000		
	Grand total, 1 to 77, inclusive,		181,795	181,795		
	Grand total—Other,					

Date approved Oct. 9, 1940.

*State mileage to the nearest mile.

PLT. EX

3386

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Approved: Louis Hoel

Under centering	100		Cu.Yd.	938	.68	638	638
Total for Valuation Section	100					638	638
ACCT. 8 - TIES							
Ties Cross and Switch:							
Crossties:							
Pine, long, creosote and oil treated	100		Each	6888	1.95	16,947	16,947
Switch Ties:							
Pine, sawed, creosote and oil treated	100		M.B.M.	56.224	81.00	2,027	2,027
Total Cross and Switch Ties		100				18,974	18,974
Total for Valuation Section		100				18,974	18,974
ACCT. 9 - RAILS							
Rail Cross and Switch:							
Relay, 60-lb., 0.700 track miles	100		G.T.	888.888	35.00	17,888	17,888
Total Rail Cross and Switch		100				17,888	17,888
Total for Valuation Section		100				17,888	17,888
ACCT. 10 - OTHER TRACK MATERIAL							
Rail Cross and Switch:							
Switch, No. 10 60-lb., Inclusive	100		Each	18	220.00	4,000	4,000
Switch Stands:							
High Stop	100		"	1	33.10	33	33
Low "	100		"	8	21.15	169	169
Guard Stop	100		"	8	9.88	88	88
Switch Locks	100		"	1	.78	1	1
Frogs:							
Right, No. 10 60-lb., Inclusive	100		"	10		2,000	2,000
Guard rail and fastenings at Turnouts	100		"	60	33.00	1,980	1,980
Switch:							
Rod, No. 10 60-lb., Inclusive, plain engine (100)	100		Cu.	64.20	3.15	202	202
Rod, 60-lb., Straight, grade, Creosoted	100		Each	60	3.15	210	210
Rubber, Switch Layer (4,000)	100			1000	3.15	3,150	3,150
Rod Ballast	100		Cu.	78.88	4.20	331	331
Rod Ballast (24,000)	100			4,000	60.00	240,000	240,000
Spikes	100		Cu.	1000.00	1.10	1,100	1,100
Screw Spike	100			666.70	3.00	2,000	2,000
Tie Plates	100		Each	888	3.00	2,664	2,664
	100		"	18	75.00	1,350	1,350
Total Track Cross and Switch		100				18,780	18,780
Total for Valuation Section		100				18,780	18,780

FORM E 277

3187

I. V. Form No. 100

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: Union Pacific Railroad Company
Val. Section No.: 13-Wyoming
Miles Main Line: ..... Miles all Tracks:*
Sheet No. ..... of this valuation section.
Approved: Lewis Heal

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION (Where but a single percentage is stated it represents basis per cents.)	Land Acct. (2)	Inv. Acct. (2a)	UNIT (3)	NUMBER OF UNITS (3)	COST OF REPRODUCTION Per Unit (4)	Gross Total (5)	Less Depreciation (6)
	Acct. No. 13 Title BALLAST (U. S. C. classification)							
	Yard Tracks and Sidings:							
	Gravel ballast from Buford, Wyoming, average haul 707 miles	100		Cu.Yds.	315	3.36	1,057	1,057
	Slinker ballast - local	100		"	7185	.38	2,729	2,729
	Total Yard Tracks and Sidings	100					3,786	3,786
	Total for Valuation Section	100					3,786	3,786
	ACCT. 13 - GRADING AND SURFACING							
	Yard Tracks and Sidings:							
	Scarifying and initial surfacing, rail 61- to 90-lb.			Mile	3.807	1250.00	4,759	
	Placing gravel ballast			Cu.Yds.	315	.39	123	
	" slinker "			"	7185	.38	2,730	
	" turnouts			Each	19	87.00	1,653	
	" tie plates			"	16417	.022	361	
	" gauge rods			"	722	.07	51	
	" creeping posts - Double			"	18	17.75	320	
	Total for Valuation Section	100					9,997	9,997
	ACCT. 14 - STATION AND OFFICE BUILDINGS							
	Yard Track Unit							
	Paving, reinforced concrete	100		Sq.Yds.	31690		71,776	71,776
	Drainage system	100					17,128	17,128
	Flush couplings on ordinary screw tracks	100		M.B.M.	52.850	35.00	1,850	1,850
	Flood lights	100					6,642	6,642
	Equipment for mounting car trucks	100		Each	1	60.00	60	60
	Telephone system	100					824	824
	Total for Valuation Section	100					97,660	97,660

FD. EX. 277 3-8-30

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Union Pacific Railroad Company
Val Section No. 13-Omaha Miles Main Line, _____ Miles all Tracks*
Approved Louis Hoad

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION (Where but a single per centage is stated it represents both per cents.)	Land	Imp.	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION Per Unit	COST OF REPRODUCTION New Total	COST OF REPRODUCTION Less Depreciation
		(1)	(2)		(3)	(4) $	(5) $	(6) $
	Acct. No. 1 Title ENGINEERING							
	4 per cent of Cost of Reproduction New of Road Accounts 2 to 47, inclusive	100		$	167,504	.04	6,688	6,688
	ACCTS. 71-77 - GENERAL EXPENDITURES							
	Accounts 71 to 76 and 77 - General Expenditures							
	1-1/2 per cent of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 8 - Land)	100		$	173,892	.015	2,608	2,608
	Account 75 - Interest During Construction							
	4 per cent per annum of Cost of Reproduction New for one-half the construction period plus 3 months of Road Accounts 1 to 47, inclusive (except Account 8 - Land) and of General Expenditures, Accounts 71 to 76 and 77							
	Construction period 6 months Interest " 6 "							
	Total on 1 to 47				173,892			
	Total on 71 to 76 and 77				2,608			
	Total Account 75	100		$	176,500	.08	5,292	5,292
	Total All	100					7,900	7,900

I. C. C. Docket No. 000
Owner [redacted]
Operating Company [redacted] Div.
Division [redacted] State [redacted]
Valuation Section No. 10
Name Main Roadbed, to [redacted]
[redacted] Miles Main Line, [redacted] Miles all Tracks*

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET
WHOLLY OWNED AND USED

Date of Inventory as of March 31, 1918.
Date Completed April 1, 1918.
Completed by J.B.B.
Correct [signature] Engineer Representing Owner
Approved [blank] Engineer

Group No.	Class	Percentage Applied to Reproduction New	Cost of Reproduction New	Cost of Reproduction Less Depreciation	Group No.	Remarks
	I. Roads					
	Engineering		1,000	1,000		All property located north of the public lands adjacent to the east property lines of the Phillips Petroleum Company and the Great Salem Pipe Line Company to a point near Osborne Boulevard, all located on Union Pacific Railroad Company right of way.
	Land for transportation purposes					
	Grading		2,017	2,017		
	Underground power tubes					
	Tunnels and subways					
	Bridges, trestles, and culverts		224	224		
	Elevated structures					
	Ties		10,010	10,010		
	Rails		2,000	2,000		
	Other track materials		2,000	2,000		
	Ballast		1,024	1,024		
	Track laying and surfacing		2,000	2,000		
	Right-of-way fences					
	Snow and sand fences and sheds					
	Crossings and signs					
	Station and other buildings					
	Roadway buildings					
	Water stations					
	Fuel stations					
	Shops and engine houses					
	Grain elevators					
	Storage warehouses					
	Wharves and docks					
	Coal and ore wharves					
	Coke ovens					
	Telegraph and telephone lines					
	Signals and interlockers					
	Power plants, equip. and pipe lines					
	Power plant buildings					
	Power substation buildings					
	Power transmission systems					
	Power distribution systems					
	Power line poles and fixtures					
	Underground conduits					
	Miscellaneous structures					
	Roads					
	Roadway machines					
	Roadway small tools					
	Assessments for public improvements					
	Removal of buildings, fences, etc.		10	10		
	Cost of road purchased					
	Interest during construction					
	Other expenditures—Road					
	Shop machinery					
	Power plant machinery					
	Power substation apparatus					
	Total, I to 12, inclusive		43,100	43,100		
	II. Equipment					
	Steam locomotives					
	Other locomotives					
	Freight train cars					
	Passenger train cars					
	Motor equipment of cars					
	Floating equipment					
	Work equipment					
	Miscellaneous equipment					
	Total, 20 to 26, inclusive					
	III. General Expenditures					
	Organization expense					
	Interest during construction		617	617		
	Taxes					
	Maintenance and painting					
	Rents					
	Other expenditures—General					
	General office construction					
	Total, 31 to 37, inclusive		1,000	1,000		
	Grand total, 1 to 37, inclusive		1,000	1,000		
	Grand total—Value		45,000	45,000		

Form approved, I.C.C. [illegible]

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Approved: Louis Rose

Acct. No.	Description of Property and Description	Quantity	Unit	Number of Units	Cost of Reproduction Per Unit	Cost of Reproduction New Total	Cost of Reproduction Less Depreciation
	Acct. No. 3 — Title [illegible]						
	Embankment:						
	Dredged fill	100	Cu.Yd.	6000	.20	1,224	
	Fill made from side borrow	100	"	2040	.25	520	
	Excavation:						
	Material excavated from levee dike and wasted	100	Cu.Yd.	2041	.25	551	
	Sluice confining	100	Cu.Yd.	85	.65	17	
	Total for Valuation Section	100				2,017	2,017
	Acct. 6 - [illegible]						
	No. 12/20						
	Pipe Culvert						
	24" concrete pipe, reenforced	100	Lin.Ft.	96	4.00	384	384
	Total for Valuation Section	100				384	384
	Acct. 8 - [illegible]						
	Toll Trestle and Bridges						
	Substructure:						
	Piles, bent, concrete and oil treated	100	Each	4320	1.98	8,548	8,548
	Piles, steel, concrete and oil treated	100	M.B.M.	34.656	51.00	1,767	1,767
	Total Toll Trestle and Bridges	100				10,610	10,610
	Total for Valuation Section	100				10,610	10,610
	Acct. 9 - [illegible]						
	Toll Trestle and Bridges						
	Ballast, 60-lb., 2.027 track miles	100	B.T.	389.444	30.00	9,000	9,000
	Total Toll Trestle and Bridges	100				9,000	9,000
	Total for Valuation Section	100				9,000	9,000

Pl. 12

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Union Pacific Railroad Company

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Quantity	Unit	Unit Cost	Value	Cumulative Value
	Acct. No. 10 Title OTHER TRACK MATERIAL					
	Yard Tracks and Sidings:					
	Rail:					
	8g110, 61- to 90-lb., inclusive	100	Each	15	320.00	3,000
	Switch stands:					
	High Star	100	"	7	22.10	155
	Normal throw	100	"	8	15.75	63
	Low Star	100	"	8	21.25	85
	Switch lamps	100	"	7	10.00	70
	Frogs:					
	8g24, 61- to 90-lb., inclusive	100	"	11		1,540
	Guard rail and fastenings at turnouts	100	"	88	22.50	990
	Points:					
	Rec, 61- to 90-lb., inclusive, plain angles (26)	100	Set	33.65	3.10	65
	Rec, 90-lb., 29-inch, 4-hole, continuous	100	Each	24	2.50	60
	Relay, 90- " , 29- " , 4- " , "	100	"	884	2.25	1,990
	Split, 10/10"x 4-8/0"	100	Set	41.15	4.75	195
	Switches	100	R.	2.007	60.00	12,000
	Tie plates, relay (9,001)	100	Set	788.16	1.75	1,397
	Gauge rods	100	Each	96	4.65	465
	Spikes	100	Set	218.67	3.25	705
	Total Yard Tracks and Sidings	100				3,000
	Total for Valuation Section	100				3,000
	ACCT. 11 - BALLAST					
	Yard Tracks and Sidings:					
	Stabone - local	100	Cu.Yd.	4401	.32	1,424
	Total Yard Tracks and Sidings	100				1,424
	Total for Valuation Section	100				1,424
	ACCT. 16 - GRADING AND SUBGRADE					
	Yard Tracks and Sidings:					
	Grubbing and initial surfacing, 61- to 90-lb.		Mile	8.111	000.00	8,000
	Finishing sinker ballast		Cu.Yds.	4401	.32	1,479
	" concrete		Each	15	67.00	804
	" tie plates		"	9001	.028	252
	" gauge rods		"	96	.07	7
	Total for Valuation Section	100				8,000
	ACCT. 20 - FENCES SIGNBOARDS - CONSTRUCTION					
	Sta. 49/55					
	Cinder screening:					
	Embankment, rock spalls	100	Cu.Yd.	18	1.00	18
	Total for Valuation Section	100				18

PLAINTIFF'S EXHIBIT 7 / APR 3 1940

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Union Pacific Railroad Company — Sheet No. — Land

Val. Section N. 10-Kansas — M.P.s Main Line — M.P.s all Tracks — Area — Levels Road

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION PER UNIT	COST OF REPRODUCTION TOTAL	
	Acct. No. 1 Title ENGINEERING			$	$	$
	4 per cent of Cost of Reproduction new of Road Accounts 2 to 47, inclusive	100	$ 39,579	.04	1,583	1,583
	ACCTS. 71-77 - GENERAL EXPENDITURES					
	Accounts 71 to 76 and 77 - General Expenditures					
	1-1/2 per cent of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 2 - Land)	100	$ 41,162	.015	617	617
	Account 75 - Interest During Construction					
	6 per cent per annum of Cost of Reproduction New for one-half the construction period plus 3 months of Road Accounts 1 to 47, inclusive (except Account 2 - Land) and of General Expenditures, Accounts 71 to 76 and 77					
	Construction period 6 months Interest " 6 "					
	Total on 1 to 47		41,162			
	Total on 71 to 76 and 77		617			
	Total Account 75	100	41,779	.05	1,669	1,669
	Total All	100			1,670	1,670

I. V. Form No. 919
Owner [redacted] Railway Co.
Operating Company [redacted] Railway Out of Service
Division ..... State ..... Missouri .....
Valuation Section No. ..... 13 .....
From [redacted] to .....
0.000 ..... Miles Main Line, 0.000 ..... Miles all Tracks* NEVER USED NOT IN USE

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

Date of Inventory as of March 31, 19 40
Date Completed April, 19 40
Compiled by J.E.B.
Correct [redacted] Engineering Engr.
Approved [redacted] Land Valuation Engr.

No.	Account	Original Cost to Date	Cost of Reproduction New	Cost of Reproduction Less Depreciation	Remarks
	(1)	(2)	(3)	(4)	(5)
	I. Road:	$	$	$	
1	Engineering,				All property located east of the east line of Minnesota Avenue, south of the north line of the Public Levee, west of the Missouri River, and north of the north line of Jersey Creek on Public Levee land leased by the Union Pacific Railroad Company from the city of Kansas City, Kansas, under agreement dated November 22, 1926.
2	Land for transportation purposes,				
3	Grading,				
4	Underground power tubes,				
5	Tunnels and subways,				
6	Bridges, trestles, and culverts,				
7	Elevated structures,				
8	Ties,				
9	Rails,				
10	Other track material,				
11	Ballast,				
12	Track laying and surfacing,				
13	Right-of-way fences,				
14	Snow and sand fences and snowsheds,				
15	Crossings and signs,				
16	Stations and other buildings,	10,737	10,737		The property here reported consists of a drainage system located on land not used at present.
17	Roundhouses,				
18	Water stations,				
19	Fuel stations,				
20	Shops and engine houses,				
21	Grain elevators,				
22	Storage warehouses,				
23	Wharves and docks,				
24	Coal and ore chutes,				
25	Fire protection plants,				
26	Telegraph and telephone lines,				
27	Signals and interlockers,				
28	Power lines, masts, and poles,				
29	Power plant buildings,				
30	Power substation buildings,				
31	Power transmission systems,				
32	Power distribution systems,				
33	Power line poles and towers,				
34	Underground conduits,				
35	Miscellaneous structures,				
36	Roads,				
37	Assessments for public improvements,				
38	Removal of buildings, bridges, and culverts,				
39	Cost of road purchased,				
40	Amortization of road purchased,				
41	Other expenditures--Road,				
42	Shop equipment,				
43	Power plant equipment,				
44	Power substation apparatus,				
45	Signal and interlocker apparatus and equipment,				
46	Total, 1 to 45, inclusive,	10,737	10,737		
	II. Equipment:				
47	Steam locomotives,				
48	Other locomotives,				
49	Freight cars,				
50	Passenger cars,				
51	Motor equipment of cars,				
52	Floating equipment,				
53	Work equipment,				
54	Miscellaneous equipment,				
55	Total, 47 to 54, inclusive,				
	III. General Expenditures:				
56	Organization expenses,				
57	General salaries and wages,				
58	Law,	127	127		
59	Stationery and printing,				
60	Taxes,				
61	Other expenditures--General,				
62	Interest during construction,	340	340		
63	Total, 56 to 62, inclusive,	467	467		
64	Grand total, 1 to 63, inclusive,	11,675	11,675		
65	Grand total--Other,				

Form approved Oct. 7, 1918.

*State mileage to thousandths.

3394

I. C. C. Form No. 324

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Union Pacific Railroad Company — Sheet No. — of this valuation section.
Val. Section No. 19-Kansas — Miles Main Line, — Miles all Tracks* — Approved Lewis Hoel

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Land Acct. No.	Land Acct. No.	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION Per Unit	Per Unit	Gross Total	Less Depreciation
						$	$	$	
	Acct. No. 16 Title STATION AND OFFICE BUILDINGS								
	Town Truck Yard								
	Drainage system				100			10,737	10,737
	Total for Valuation Section				100			10,737	10,737
	ACCT. 1 - [illegible]								
	4 per cent of Cost of Reproduction New of Real Accounts 2 to 47, inclusive				100	$	10,737	.04	429	429
	ACCTS. 71-77 - GENERAL EXPENDITURES								
	Accounts 71 to 76 and 77 - General Expenditures								
	1-1/2 per cent of Cost of Reproduction New of Real Accounts 1 to 47, inclusive (except Account 8 - Land)				100	$	11,166	.015	167	167
	Account 78 - Interest During Construction								
	6 per cent per annum of Cost of Reproduction New for one-half the construction period plus 3 months of Real Accounts 1 to 47, inclusive (except Account 8 - Land) and of General Expenditures, Accounts 71 to 76 and 77								
	Construction period 6 months Interest $ 0 $								
	Total on 1 to 47						11,166		
	Total on 71 to 76 and 77						167		
	Total Account 78				100	$	11,333	.020	240	240
	Total All				100				837	837

[illegible] Pacific Railroad Company 50 per cent
I. C. C. Form No. 518
Owner Missouri Pacific Railroad Company 50 per cent
Operating Company [illegible]
Division [illegible] State [illegible]
Valuation Section No. 8
From [illegible] to
0.000 Miles Main Line, 0.000 Miles all Tracks*

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

JOINTLY OWNED AND USED

Date of Inventory as of March 31, 1940
Date Compiled April, 1940
Compiled by J.E.B.
Corrected [illegible]
Approved [illegible]
Bond Valuation

Sub-Group Number	Class Number	Class	Original Cost to Date	Cost of Reproduction New	Cost of Reproduction Less Depreciation	Sub-Group Number
		I. Land:				
1	1	Engineering,		125	125	1
2	2	Land for transportation purposes,				2
3	3	Grading,				3
4	4	Tunnels and subways,				4
5	5	Bridges, trestles, and culverts,				5
6	6	Elevated structures,				6
7	7	Ties,		1,076	1,088	7
8	8	Rails,		1,023	1,072	8
9	9	Other track material,		519	519	9
10	10	Ballast,		165	165	10
11	11	Track laying and surfacing,		502	488	11
12	12	Right-of-way fences,				12
13	13	Snow and sand fences and snowsheds,				13
14	14	Crossings and signs,				14
15	16	Station and office buildings,				15
16	17	Roadway buildings,				16
17	18	Water stations,				17
18	19	Fuel stations,				18
19	20	Shops and engine houses,				19
20	21	Grain elevators,				20
21	22	Storage warehouses,				21
22	23	Wharves and docks,				22
23	24	Coal and ore wharves,				23
24	25	Gas producing plants,				24
25	26	Telegraph and telephone lines,				25
26	27	Signals and interlockers,				26
27	29	Power dams, canals, and pipe lines,				27
28	31	Power plant buildings,				28
29	32	Power substation buildings,				29
30	33	Power transmission systems,				30
31	34	Power distribution systems,				31
32	35	Power line poles and fixtures,				32
33	36	Underground conduits,				33
34	37	Miscellaneous structures,				34
35	38	Paving,				35
36	39	Roadway machines,				36
37	43	Roadway small tools,				37
38	44	Assessments for public improvements,				38
39	45	Revenue and operating expenses during const.,				39
40	46	Cost of road purchased,				40
41	47	Interest during const. of road purchased,				41
42	48	Other expenditures—Road,				42
43	49	Shop machinery,				43
44	50	Power plant machinery,				44
45	51	Power substation apparatus,				45
46	52	Power transmission overhead and system,				46
		Total, 1 to 47, inclusive,		3,099	3,111	
		II. Equipment:				
47	53	Steam locomotives,				47
48	54	Other locomotives,				48
49	55	Freight-train cars,				49
50	56	Passenger-train cars,				50
51	57	Motor equipment of cars,				51
52	58	Floating equipment,				52
53	59	Work equipment,				53
54	60	Miscellaneous equipment,				54
		Total, 47 to 54, inclusive,				
		III. General Expenditures:				
55	71	Organization expenses,				55
56	72	General offices and shops,		80	81	56
57	73	Law,				57
58	74	Stationery and printing,		71	69	58
59	75	Taxes,				59
60	76	Other expenditures—General,		154	150	60
61	77	Interest during construction,				61
62		Total, 55 to 77, inclusive,		3,099	3,111	62
63		General total—Other,				63

All property extending from a connection with the city elevator lead tracks, near Missouri Pacific Railroad Company's bridge across the Missouri River, at the southeast end of the Rail Terminal to the Cold Storage Building located on public levee land leased from the city of Kansas City, Kansas, under agreement dated April 15, 1937.

Form approved O.M.B. [illegible]

*Note changes in [illegible]

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. ____ of this valuation section.

Owner Missouri Pacific Railroad Company 50 per cent

Approved: Louis Sheet

Location	Description of property and classification	Land Acct. No.	Land Pct.	Units	Unit price or rate	Cost of reproduction: Per unit	Cost of reproduction: Amount	Cost of reproduction: Less depreciation
	Acct. No. 8 Title [illegible] C.C.C. classification							
	Track Stocks and Fittings							
		Cost of Reproduction: New	Less Depn.					
	Quantities:							
	Plain, bolts, concrete and tie treated	2,155		96	Each	1104	1.98	
	Total Track Stocks and Fittings	2,155	2,057	96				
	Total for Valuation Section	2,155	2,057	96				
	Value Pacific Railroad Company's portion 50 per cent			96			1,976	1,[illegible]
	Acct. 9 - [illegible]							
	Track Stocks and Fittings							
		Cost of Reproduction: New	Less Depn.					
	Relay, 90-lb., 0.426 track miles	2,157	2,148	96	96	C.Y.	60.079	58.00
	Total Track Stocks and Fittings	2,157	2,148	96				
	Total for Valuation Section	2,157	2,148	96				
	Value Pacific Railroad Company's portion 50 per cent			96			2,[illegible]	2,[illegible]
	Acct. 10 - [illegible]							
	Track Stocks and Fittings							
		Cost of Reproduction: New	Less Depn.					
	Switches:							
	New, plain, regular (8)	4	4	96	96	Cut.	1.50	3.10
	New, 90-lb., 20-inch, 4-hole, [illegible]	956	456	96	96	Each	101	2.00
	Bolts, 5/8"x 4-1/2" (201)	44	40	96	96	Cut.	9.07	4.70
	[illegible]	36	36	96	96	M.	0.036	60.00
	Tie plates (1010)	202	200	96	96	Cut.	140.07	1.70
	Spike rods	21	20	96	96	Each	12	4.00
	Spikes	100	140	96		Cut.	40.04	2.00
	Total Track Stocks and Fittings	1,020	1,056	96				
	Total for Valuation Section	1,020	1,056	96				
	Value Pacific Railroad Company's portion 50 per cent			96			000	000

Form approved, Item No. 6[illegible]

*Show subtotals for comparison.

M.C.C. 277 Errors [illegible] A/C 3 0[illegible]

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner: Missouri Pacific Railroad Company 50 per cent

Miles Main Line, Miles all Tracks.

Approved: Louis Hoel

Acct. No.	Title	Quantity	Unit	Unit Price	Cost of Reproduction New	Cost of Reproduction Less Dep.
11	BALLAST					
	Steel Tracks and Sidings:					
	Station ballast, local	356	319	90 Cu.Yds. 1081	.29	
	Total Steel Tracks and Sidings	356	319	90		
	Total for Valuation Section	356	319	90		
	Union Pacific Railroad Company's portion 50 per cent			90	160	160
12	TRANSLATION AND CONNECTION					
	Steel Tracks and Sidings:					
	Tracklaying and initial surfacing, rail 60- to 80-lb.	696		Mile	0.484 1350.00	
	Fishing cinder ballast	346		Cu.Yds. 1081	.32	
	" tie plates	48		Each 1918	.024	
	" gage rods	1		" 12	.07	
	Total for Valuation Section	1,018	988	97		
	Union Pacific Railroad Company's portion 50 per cent			97	958	458
1	[illegible]					
	4 per cent of Cost of Reproduction New of Road Accounts 2 to 47, inclusive	360	359	100 $ 6,799	.04	
	Union Pacific Railroad Company's portion 50 per cent			100	156	156
21-27	[illegible]					
	Accounts 23 to 25 and 27 - General Expenditures					
	1-1/2 per cent of Cost of Reproduction New of Road Accounts 2 to 47, inclusive (Account 2 - Land)	106	106	97 $ 6,999	.015	
	Account 28 - Interest During Construction					
	6 per cent per annum of Cost of Reproduction New for one-half the construction period plus 6 months of Road Accounts 2 to 47, inclusive (Account 2 - Land) and of General Expenditures, Accounts 23 to 25 and 27					
	Construction period 2 months					
	Total Acc. 2 to 47			6,799		
	Total Acc. 23 to 25 and 27			300		
	Total Account 28	168	168	97 7,199	.028	
	Total All	567	560	97		
	Union Pacific Railroad Company's portion 50 per cent			97	284	280

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

Date of Inventory as of March 31, 1918.
Date Compiled April, 1918.
Compiled by J.H.B.
Correct Coordinating Officer.
Approved Head Valuation Officer.

Line No.	Account	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation	Land not Used	Remarks
		$	$	$	
	I. Road:				
1	Engineering,				
2	Land for transportation purposes,	184	184		All property situated at the southeast end of the Fond Du-nimal, including trust covering city wharf located on public levee land leased from the city of Houma City, Houma, under agreement dated April 15, 1909.
3	Grading,				
4	Underground power mains,				
5	Tunnels and subways,				
6	Bridges, trestles, and culverts,				
7	Elevated structures,				
8	Ties,	1,161	1,161		
9	Rails,	1,055	1,055		
10	Other track material,	1,108	1,108		
11	Ballast,	804	804		
12	Track laying and surfacing,	708	708		
13	Right-of-way fences,				
14	Snow and sand fences and sheds,				
15	Crossings and signs,				
16	Station and other buildings,				
17	Roadway buildings,				
18	Water stations,				
19	Fuel stations,				
20	Shops and engine houses,				
21	Grain elevators,				
22	Storage warehouses,				
23	Wharves and docks,				
24	Coal and ore wharves,				
25	Fuel producing plants,				
26	Telegraph and telephone lines,				
27	Signals and interlockers,				
28	Power lines, cables, and pipe lines,				
29	Power plant buildings,				
30	Power substation buildings,				
31	Power transmission systems,				
32	Power distribution systems,				
33	Power line poles and fixtures,				
34	Miscellaneous structures,				
35	Roadway machines,				
36	Public improvements,				
37	Roadway small tools,				
38	Assessments for public improvements,				
39	Removal of buildings, bridges, and fences,				
40	Cost of road purchased,				
41	Amortization of road purchased,				
42	Other expenditures--Road,				
43	Shop machinery,				
44	Power plant machinery,				
45	Power substation apparatus,				
46	Telegraph and telephone apparatus,				
47	Miscellaneous equipment,				
48	Total, 1 to 47, inclusive,	4,788	4,788		
	II. Equipment:				
49	Steam locomotives,				
50	Other locomotives,				
51	Freight train cars,				
52	Passenger train cars,				
53	Motor equipment of cars,				
54	Floating equipment,				
55	Work equipment,				
56	Miscellaneous equipment,				
57	Total, 49 to 56, inclusive,				
	III. General Expenditures:				
58	Organization expenses,				
59	General offices and shops,				
60	Law,				
61	Stationery and printing,	71	71		
62	Taxes,				
63	Other expenditures--General,				
64	Interest during construction,				
65	Total, 71 to 77, inclusive,	97	97		
66	General total, 1 to 77, inclusive,	168	168		
67	General total--Other,	4,960	4,960		

*Note: Change to Accounts.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: Missouri Pacific Railroad Company 50 per cent

Sheet No. ____ of ____ to valuation section.

Val. Section No. 2 (Illinois) ____ Miles Main Line, ____ Miles all Tracks.*

Approved: Lewis Hunt

No.	Classification of Accounts and Subdivisions	Cost of Reproduction Per Unit	Cost of Reproduction Total	Per Cent	Unit	Number of Units	Cost of Reproduction Per Unit	Cost of Reproduction Total	Cost of Reproduction Depreciation
	Acct. No. 8 Title ROAD								
	Yard Tracks and Sidings:								
	Superstructure								
	Rails, 1mm., concrete and oil treated	1,074	1,074	100	Each	961	1.08		
	Switch ties:								
	Tie, steel, concrete and oil treated	448	448	100	M.B.M.	8.778	51.00		
	Total Yard Tracks and Sidings	2,022	2,022	100					
	Total for Valuation Section	2,022	2,022	100					
	Value Pacific Railroad Company's portion 50 per cent			100				1,161	1,161
	ACCT. 9 - DEPOT								
	Yard Tracks and Sidings:								
	Ballast, 70-lb., 0.410 track miles	2,000	2,000	100	C.Y.	68.000	35.00		
	Total Yard Tracks and Sidings	2,000	2,000	100					
	Total for Valuation Section	2,000	2,000	100					
	Value Pacific Railroad Company's portion 50 per cent			100				1,000	1,000
	ACCT. 10 - OTHER TRACK MATERIAL								
	Yard Tracks and Sidings:								
	Rails:								
	Rails, 65- to 70-lb., inclusive	670	670	100	Each	5	134.00		
	Switch fixtures:								
	High Rail	60	60	100	"	5	12.10		
	Switch Locks	1	1	100	"	1	.75		
	Frogs:								
	Rigid, 65- to 70-lb., inclusive	550	550	100	"	5	110.00		
	Guard Rails and Guarding Appliances	165	165	100	"	5	33.00		
	Switches:								
	Tie, plain angles (7)	14	14	100	Cyl.	4.00	3.50		
	Tie, 65-lb., 60-lb., 4-ft., continuous	600	600	100	Each	60	3.00		
	Ballast, 65- to 70-lb. 4-ft. "	151	151	100	"	60	2.10		
	Ballast, 4-ft. 8½" (incl)	48	48	100	Cyl.	2.00	4.75		
	Switches:								
	Tie	24	24	100	M.	0.000	60.00		
	Tie plates (2,000)	270	270	100	Cyl.	120.10	1.75		
	Spikes	135	135	100	"	48.75	2.65		
	Total Yard Tracks and Sidings	2,354	2,354	100					
	Total for Valuation Section	2,354	2,354	100					
	Value Pacific Railroad Company's portion 50 per cent			100				1,177	1,177

PI. EX. 271

3400

INTERSTATE COMMERCE COMMISSION

Union Pacific Railroad Company 50 per centBUREAU OF VALUATION

Sheet No. ....eights valuation section.

Approved: ..... Louis Hunt .....

..... Miles Main Line, ... Miles all Tracks.*

LOCATION	Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION	Inventory Sheet No.	Col.	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION Per Unit	Sheet Total	Less Depreciation
				(2)	(3)	(4)	(5)	(6)
	Acct. No. 11 Name ROADWAY					$	$	$
	Track Trestle and Siding:							
	Cost of Reproduction New / Less Dep.							
	Crushed rock ballast from Turner, Mont., Foreign haul 8.6 miles	421 / 421	100	Cu.Yds.	360	1.17		
	Crushed rock ballast from Loring, Mont., average haul 19.0 miles	985 / 985	100	"	438	1.25		
	Cinder ballast, local	181 / 181	100	"	975	.38		
	Total Track Trestle and Siding	1,187 / 1,187	100					
	Total for Valuation Section	1,187 / 1,187	100					
	Union Pacific Railroad Company's portion 50 per cent		100				594	594
	ACCT. 12 - TRACKLAYING AND SURFACING							
	Track Trestle and Siding:							
	Cost of Reproduction New / Less Dep.							
	Unloading and initial surfacing, rail 60# to 90-lb.	610		Mile	0.438	1380.00		
	Placing crushed rock ballast	364		Cu.Yds.	720	.46		
	" cinder ballast	180		"	975	.38		
	" creosoted	301		Each	3	67.00		
	" ties plates	46		"	2005	.052		
	Total for Valuation Section	1,416 / 1,416	100					
	Union Pacific Railroad Company's portion 50 per cent		100				708	708

FI. Ex. 277 ... APR 3 0 1940

3401

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Sheet No. ... of this valuation section.

Approved: Louis Hood

Miles Main Line, ... Miles all Tracks.*

ID	CHARACTER OF PROPERTY AND DESCRIPTION (Where but a single percentage is stated it represents both per cents.)	Land Code	Land Class	UNIT (1)	NUMBER OF UNITS (2)	COST OF REPRODUCTION Per Unit (3)	New Total (4)	Less Depreciation (5)
	Acct. No. 1 Title [illegible]							
	Cost of Reproduction New $ / Less Dep. $							
	4 per cent of Cost of Reproduction New of Road Accounts 2 to 47, inclusive	368	368	100	$ 9,194	.04		
	Union Pacific Railroad Company's portion 80 per cent			100			184	184
	ACCTS. 71-77 - GENERAL EXPENDITURES							
	Accounts 71 to 75 and 77 - General Expenditures							
	Cost of Reproduction New $ / Less Dep. $							
	1-4/8 per cent of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 8 - Land)	145	145	100	$ 9,048	.015		
	Account 76 - Interest During Construction							
	6 per cent per annum of Cost of Reproduction New for one-half the construction period plus 6 months of Road Accounts 1 to 47, inclusive (except Account 8 - Land) and of General Expenditures, Accounts 71 to 75 and 77							
	Construction period 2 months Interest period 4 "							
	Total on 1 to 47					9,562		
	Total on 71 to 75 and 77					145		
	Total Account 76	124	124	100		9,708	.02	
	Total All	397	397	100				
	Union Pacific Railroad Company's portion 80 per cent			100			158	158

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APR 1 1914

3402

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[fol. 3201] (Copy)

Part II

Property Owned by City of Kansas City, Kansas

Plaintiff's Exhibit No. 277

Page 29

Description of Property

The property owned by the city of Kansas City Kansas, within the Kansas City Food Terminal limits, consists of five farmers' market sheds, varying in length from 220 to 600 feet, with umbrella sheds, concrete platforms, and space for approximately 500 stalls; four brick produce buildings, three of which are one-story and basement and one two-story and basement, the lower floor being used by wholesale dealers and the upper floor for offices (each of these produce buildings is 450 feet long and 102 feet wide, including covered platforms, front and back); a brick cold storage warehouse, part of which is one-story and part five-story, with platforms front and back (the one-story portion is 140 feet wide by 160 feet long, while the five-story portion is 140 wide by 200 feet long); a covered sewer over Jersey Creek over which is a wide paved street; four industry or house tracks, two connecting directly with the Union Pacific Railroad Company's team tracks and serving the four produce buildings; concrete paved driveways for entering the terminal from Minnesota Avenue, and extensive paved areas [fol. 3202] between buildings and farmers' stalls; drainage systems; water, light, and refrigerator lines; flood lights; and miscellaneous facilities.

In general, the terminal was incomplete as of March 31, 1940, although it was opened for business on or about December 4, 1939. Portions of the cold storage warehouse and the ice dock serving same are still under construction. Produce Building "C" was not ready for occupancy. A merchants building situated on the east side of Minnesota Avenue was only partly completed. Much of the paving was still to be placed, and two city owned railroad tracks that will serve the cold storage warehouse and ice dock had not been installed. It is understood that the entire project will be completed by June 30, 1940.

Valuation Sections and Track Mileage

The entire property owned by the city within the Food Terminal limits has been set up and designated in this report, as follows:

Valuation Section 3-Kansas

All property located on the city public levee east of Minnesota Avenue to top of present dike along stabilized Missouri River channel line, and south of the north line of Jersey Creek to end of paved area south of farmers' sheds.

The four city owned railroad tracks aggregate 0.877 miles in length.

Physical Characteristics of Property

[fol. 3203] Grading

As stated under Part I, the public levee was formerly a dumping ground but was filled in with dredged material in 1936-1937. At the time the terminal was built in 1939, additional grading was necessary to bring the land to the same general level as adjacent property. Most of this additional fill on the terminal proper averaged three feet and, in general, was made from material excavated from building foundations. All grading for filling has been included in the land value.

Buildings

Produce Buildings "A", "B", and "C" are one-story structures of brick and reinforced concrete construction, 65 feet wide by 450 feet long, with basement 98.5 feet by 450 feet, arcade platform 25 feet by 464 feet with inclosure 21.5 feet by 447 feet, and unloading dock 12 feet by 464 feet with canopy 19 feet by 454 feet. Buildings have an inclosed mezzanine floor 16 feet wide the full length. Basement and First floor are divided by tile partitions for individual stalls on first floor and refrigerating units and storerooms in basement. Floors are concrete. Roofs are built-up composition on insulation and concrete slab, except arcade and canopy over unloading dock which are built-up composition, insulation and steel deck. Buildings are set on wood piling and concrete pile caps and piers. Each building is equipped with unit heaters and gas-electric radiators, toilets, hot and [fol. 3204] cold water lines, elevators, and refrigerating

rooms with refrigerating units located therein. There are twenty rental stores in each of these three buildings. As stated above, Building "C" is not yet completed, and equipment similar to that found in the other two buildings has not been installed.

Produce Building "D" is a two-story structure, the first floor and basement being similar to buildings described above except two bays are used for lobbies where stairways at each end lead to second floor. There are also a center stairway and elevator shaft. The elevator has not been installed. The second floor has a center corridor the full length of building and is partitioned off on both sides and subdivided into offices. There are three fan houses on top of roof for air conditioning purposes. An engine room is located in the north end of basement.

The Cold Storage Building is of brick and concrete construction, part of which is one-story and part four-story with loft. The four-story portion is 140 feet wide by 199 feet 4 inches long and 54.5 feet high. The first floor of the main building has offices, lobby, vestibule, egg breaking plant, including candling room, kitchen, and can storage; meat cutting room; cooler room; chill room; aging room; and polar chest. Second, third, and fourth floors are divided into cooler and freezer rooms. A one-story portion 80 feet by 140 feet by 30 feet high is the daily storage room, [fol. 3205] and a one-story part 80 feet by 140 feet by 23 feet high houses the engine and tank room. Walls of main building and daily storage are double walls with from 10- to 16-inch space between filled with granulated cork. Concrete loading platforms are located in front and rear of building. Building is constructed on concrete piling and reinforced concrete pile caps and has a composition roof. Extensive refrigeration and ice manufacturing equipment is located in the engine room.

The Farmers' Market consists of five reinforced concrete platforms 30 feet wide and varying in length from 201 to 581 feet, and are covered with steel frame umbrella sheds. Located at the south end of the market are three brick buildings. One of such buildings is 30 feet by 31 feet and 19 feet high and will be used as a restaurant. Another building of the same size serves as a toilet and rest room, while the other structure, 10.7 feet by 12 feet by 8.8 feet, houses a 20,000-pound Fairbanks Morse truck scale.

Jersey Creek Sewer

There is a covered sewer over Jersey Creek, extending from Minnesota Avenue eastward to the Missouri River. This sewer averages 24 feet by 22 feet 6 inches by 877.5 feet long, and is constructed of precast and monolithic reinforced concrete, with concrete wings and baffle wall on west end and steel sheet piling wings capped with concrete on east end. I-beams are used at track crossings.

[fol. 3206] Paving

Extensive areas of concrete paving for streets and driveways are located between the produce buildings, farmers' market stalls and cold storage building. All the concrete is reinforced and mostly 8 inches thick. Heavily reinforced concrete slabs, cast in place, have been installed between and immediately adjacent to the railroad tracks, and are provided with handling hooks.

Drainage System

The entire terminal is provided with storm and sanitary sewers. Manholes and catch basins have been installed at appropriate locations and concrete and vitrified pipe, varying from 6 to 30 inches in diameter, projects over the entire layout. There is a small amount of sump pump equipment.

Water Mains and Refrigeration Lines

Water mains and refrigeration lines are also provided throughout the terminal. The large pipe is cast iron and smaller pipe is wrought iron. Pipe is laid in trench approximately 4½ feet below the paving, and has protective coating. Valves and fittings have been installed at appropriate places.

Fire hydrants, most of which are set on concrete islands and well protected against damage, are located at various places within the terminal.

Refrigeration lines include ammonia piping from the engine room of the cold storage building to the machine [fol. 3207] room located in Produce Building "D"; brine piping system from brine cooler to refrigerators and basement rooms in produce buildings; and water piping connecting water cooler to chilled water system. All piping is heavily

insulated. Underground tunnels are provided for carrying pipe lines between buildings.

Underground Wiring and Flood Lighting

There is an underground electrical system for supplying lights and power throughout the terminal. A power substation is situated near the cold storage building. Service is furnished by means of transformers, varying in size from 37½ to 250 K. V. A. The transformers are tied in to the city's substation. Wiring is carried in conduit.

Flood lights are mounted on buildings for illuminating the entire terminal.

Railroad Tracks

As of March 31, 1940, the city owned four industry or house tracks, aggregating 0.877 mile. Two of these tracks serve Produce Buildings "A" and "D", and two serve Produce Buildings "B" and "C". Two of the tracks connect directly with the Union Pacific Railroad Company's owned tracks to permit through switching movements. The tracks are laid with 90-pound relay rail on creosote treated ties on rock ballast.

Engineering and General Expenditures

Engineering

On the more important structures, 6 per cent has been [fol. 3208] allowed for architect's fees. On the remainder of the property, 5 per cent has been included for engineering.

General Expenditures

General expenditures have been estimated at 2 per cent on total of entire property, including engineering.

Interest During Construction

Interest during construction has been estimated on total of entire property, including engineering and general expenditures, exclusive of interest, at the rate of 6 per cent for one-half the construction period, plus three months.

Construction Period

It is estimated that a period of 12 months would be required to construct and place in operation all property owned by the city of Kansas City, Kansas, and used in connection with the Food Terminal.

General Information

There is attached to this report an appendix showing certain property that was constructed by the city that is not considered as being applicable to the Food Terminal.

(Copy)

[Vol. 2209]

Plaintiff's Exhibit No. 277—Page 32

Grand Summary

City of Kansas City, Kansas

Summary of Costs of Property Owned, exclusive of Land and items listed in Appendix, used in connection with the operation of the Kansas City Food Terminal

Classification	Mileage of Railroad Tracks			Reproduction Cost New	Reproduction Cost Less Depreciation	Ratio Reproduction Cost Less Depreciation to Reproduction Cost New
	Main Tracks	Yard Tracks and Sidings	Total All Tracks			
Owned Property	0.000	0.877	0.877	$3,141,465	$3,141,465	100

3409

(Copy)

[fol. 3210] Plaintiff's Exhibit No. 277—Page 33

Interstate Commerce Commission
Bureau of Valuation

Owner: City of Kansas City, Kansas
State: Kansas
Valuation Section No. 3—Kansas
At Kansas City Food Terminal
0.000 Miles of Main Line,

0.877 Mile all Tracks

Date of Inventory as of March 31, 1940
Date Compiled April 1940
Compiled by J. E. B.
Correct (Signed)
G. S. Douglass
Coordinating Engineer
Approved (Signed)
Louis Hood
Head Valuation Engineer

Summary Sheet

Owned Property

Class of Property	Cost of Reproduction New	Cost of Reproduction Less Depreciation
Engineering	$26,262	$26,262
Produce Building "A"	362,840	362,840
Produce Building "B"	358,641	358,641
Produce Building "C"	277,496	277,496
Produce Building "D"	500,533	500,533
Cold Storage Building	726,336	726,336
Farmers' Market Sheds	169,900	169,900
Jersey Creek Sewer	168,172	168,172
Paving, Curbing, and Sidewalks	176,783	176,783
Drainage System	55,049	55,049
Water Mains and Refrigeration Lines	42,593	42,593
[fol. 3211]		
Underground Wiring and Flood Lighting	60,944	60,944
Gas Lines for Farmers' Stalls	608	608
Fire Hydrants and Islands	1,806	1,806
Railroad Tracks	19,279	19,279
Total Physical Property and Engineering	2,947,342	2,947,342
General Expenditures:		
Organization Expenses General Officers and Clerks Law Stationery and Printing Taxes Other Expenditures—General	58,945	58,945
Interest During Construction	135,278	135,278
Total General Expenditures	194,223	194,223
Grand Total	3,141,465	3,141,465

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: City of Sioux City, Iowa
Sheet No. ... of this valuation section.
Approved: Louis Hud

No.	Description of property. Also description	Unit	Number of Units	Cost of Reproduction: Per Unit	Cost of Reproduction: Total	Cost of Reproduction: Less Depreciation
	Acct. No. ____ Title ____					
	Sioux City Port Terminal					
	Produce Building "D"					
	One-story, brick and reinforced concrete, 60'x 400', basement 58.5'x 400', arcade 20'x 447', and unloading dock 18'x 404'; floors, reinforced concrete; roof, built-up composition on insulation and concrete slab on main roof, composition on steel deck for arcade and canopy; built 1939	100	Cu.Ft. 1212007	.161	195,975	195,975
	Foundation	100			51,261	51,261
	Heating, lighting, and plumbing	100			40,239	40,239
	Elevators	100			20,804	20,804
	Steam and refrigerating rooms and equipment	100			34,035	34,035
	Architect's fee	100			20,826	20,826
	Total Building	100			363,840	363,840
	Produce Building "E"					
	One-story, brick and reinforced concrete, 60'x 400', basement 58.5'x 400', arcade 20'x 447', and unloading dock 18'x 404'; floors, reinforced concrete; roof, built-up composition on insulation and concrete slab on main roof, composition on steel deck for arcade and canopy; built 1939	100	Cu.Ft. 1212007	.164	199,488	199,488
	Foundation	100			51,260	51,260
	Heating, lighting, and plumbing	100			48,404	48,404
	Elevators	100			26,748	26,748
	Refrigerating rooms and equipment	100			17,474	17,474
	Architect's fee	100			20,826	20,826
	Total Building	100			368,641	368,641
	Produce Building "F"					
	One-story, brick and reinforced concrete, 60' x400', basement 58.5'x 400', arcade platform 57'x 400' with basement 58.5'x 447', unloading dock 25'x 400'. Same general description as Buildings "D" and "E", but with lighting, heating, plumbing, elevators, and refrigeration equipment incomplete. Built 1939-1940	100	Cu.Ft. 1212007	.155	188,563	188,563
	Foundation	100			51,261	51,261
	Heating, lighting, and plumbing	100			34,505	34,505
	Architect's fee	100			19,707	19,707
	Total Building	100			377,496	377,496

I. C. C. Form No. 555

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner City of Kansas City, Kansas — Sheet No. ... of this valuation section.
Val. Section No. 2-Kansas — Miles Main Line, ... Miles all Tracks.* — Approved: ... Louis Hoyt

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION (When but a single percentage is stated it represents both per cents.)	Quantities Condition (2)	UNIT	NUMBER OF UNITS (3)	COST OF REPRODUCTION Per Unit (4)	Gross Total (5)	Less Depreciation (6)
	Acct. No. ... Title ...						
	Kansas City Post Terminal (Cont.)						
	Produce and Office Building "B"						
	Two-story, brick and reinforced concrete, 65'x 400', basement 52.5'x 400' extended under ramp 7'x 70'6", arcade 21.5'x 445.5' and unloading dock 12'x 404'; floors reinforced concrete with terrazzo finish in toilets and stairs, tile-tex finish remainder of second floor; roof construction same as Buildings "A" and "D" except additional insulation main building; built 1929	100	Cu.Ft.	1008875	.186	264,764	264,764
	Foundation	100				88,139	88,139
	Plumbing, heating, lighting, and air conditioning	100				101,781	101,781
	Elevators	100				19,218	19,218
	Ammonia and refrigerating rooms and equipment	100				35,249	35,249
	Architect's fee	100				32,722	32,722
	Total Building	100				800,833	800,833
	Cold Storage Building						
	Main building, four-story and loft, 160'x 189'4"x 54'8" high; daily storage one-story 80'x 160'x 20' high; engine and tank room one-story, 80'x 160'x 28' high, brick, reinforced concrete and tile construction; concrete, tile and wood floors; composition, reinforced concrete, asbestos plank and steel deck roofs, extensive cork insulation; built 1930	100	Cu.Ft.	2146840	.194	378,776	378,776
	Foundation	100				101,897	101,897
	Plumbing, heating, and lighting	100				18,960	18,960
	Refrigerating and ice making equipment	100				180,202	180,202
	Miscellaneous items	100				8,378	8,378
	Architect's fee	100				41,113	41,113
	Total Building	100				734,326	734,326
	Runways' Timbers						
	Five reinforced concrete platforms 20' wide and varying in length from 211' to 283'; all platforms covered with steel frame asbestos sheets; brick restaurant, toilet and rest house, and stale house constructed on platforms; built 1930	100				169,930	169,930

I. V. Form No. 818

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner City of Kansas City, Kansas — Sheet No. — of this valuation section.
V.A. Docket No. 2-Kansas — Miles Main Line, Miles all Tracks — Approved: Louis Hood

Account No.	Where but a single percentage is stated it represents both per cents.	Unit	Number of Units	Cost of Reproduction Per Unit	Cost of Reproduction New, Total	Cost of Reproduction Less Depreciation
				$	$	$
	Acct. No. ____ Title ____					
	Kansas City Rail Terminal (Cont.)					
	Jersey Creek Sewer					
	24'x 22.5'x 577.5' long, precast and reinforced concrete with concrete wings and baffle wall on west end; steel sheet piling wings capped with concrete on east end; built 1929	100			168,178	168,178
	Paving, curbing, and sidewalks, concrete	100			176,788	176,788
	Internal steam and sanitary sewers	100			88,049	88,049
	Water mains and refrigeration lines	100			48,888	48,888
	Underground wiring and flood lighting	100			60,946	60,946
	Gas lines for furnaces' stalls	100			608	608
	Fire hydrants and islands	100			1,806	1,806
	Railroad Tracks					
	Ties					
	Creosoted, oak, creosote treated	100	Each	2332	1.83	4,304	4,304
	Switch ties, oak, creosote treated	100	M.B.M.	8.638	88.80	896	896
	Total Ties	100				4,800	4,800
	Rail						
	Relay, 90-lb., 0.888 track mile	100	G.T.	122.491	33.00	4,048	4,048
	Total Rail	100				4,048	4,048
	Other Track Material						
	Switches:						
	Split, 61- to 90-lb., inclusive	100	Each	2	220.00	488	488
	Switch stands:						
	Ground throw	100	"	2	18.78	38	38
	Frogs:						
	Rigid, 61- to 90-lb., inclusive	100	"	2	116.00	888	888
	Guard rail and fastenings at turnouts	100	"	4	38.80	154	154
	Points:						
	Bar, 61- to 90-lb., plain engine (4)	100	Set.	2.80	2.18	8	8
	Ridgy, 61- to 90-lb., plain engine (12)	100	"	9.80	2.07	18	18
	" 90-lb., 27 inches, 4-hole, continuous	100	Each	277	2.18	604	604
	Bolts, 6/10"x 4-6/8" (2,164)	100	Set.	17.80	4.78	84	84
	Nut locks	100	M.	1.110	60.00	67	67
	Tie plates, relay (4,272)	100	Cwt.	437.88	2.69	1,178	1,178
	Spikes	100	"	78.07	3.88	889	889
	Bumping posts	100	Each	4	137.00	548	548
	Total Other Track Material	100				8,888	8,888
	Ballast						
	Crushed rock from Kansas City, Missouri, average miles hauled 7	100	Cu.Yd.	2828	1.17	2,897	2,897
	Quarry spalls from Kansas City, Missouri, average miles hauled 7	100	"	2818	.88	1,888	1,888
	Total Ballast	100				8,878	8,878

B. V. Form No. 001

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner City of Kansas City, Kansas — Sheet No. — of this valuation section.

Val. Section No. 3-Kansas — Miles Main Line, — Miles all Tracks. — Approved: Louis Hood

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Cost Per Cent	Depr. Per Cent	UNIT	NUMBER OF UNITS	Per Unit	COST OF REPRODUCTION New, Total	Less Depreciation
	Acct. No. ..... Title ...					$	$	$
	Kansas City Belt Terminal (Cont.)							
	Railroad tracks (Cont.)							
	Tracklaying and Surfacing							
	Tracklaying and initial surfacing, rail 61- to 90-lb.			Mile	0.877	1320.00	1,184	
	Placing crushed rock ballast			Cu.Yds.	8023	.46	921	
	" quarry spalls "			"	2318	.46	1,066	
	" turnouts			Each	2	67.00	134	
	" tie plates			"	4272	.022	94	
	" bumping posts			"	4	9.00	36	
	Total Tracklaying and Surfacing	100					3,445	3,445
	Total Railroad Tracks	100					19,279	19,279
	Engineering							
	8 per cent of Cost of Reproduction New of entire property			$	2,920,980			
	Less cost of buildings for which architect fees have been included with buildings				2,295,746			
	Total Engineering	100			525,234	.05	26,262	26,262
	General Expenditures							
	General Expenditures							
	2 per cent of Cost of Reproduction New of entire property, including Engineering	100		$	2,947,242	.02	58,945	58,945
	Interest During Construction							
	6 per cent per annum of Cost of Reproduction New for one-half the construction period plus 2 months of entire property, including Engineering and General Expenditures							
	Construction period 12 months							
	Interest " $ "							
					2,947,242			
					58,945			
		100			3,006,187	.065	195,407	195,407
	Total General Expenditures	100					194,223	194,223

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[fol. 3216] PLAINTIFF'S EXHIBIT No. 277

Page 38

Appendix "A"

The following property owned by the City of Kansas City, Kansas, has been excluded from this valuation as not being considered applicable to the Food Terminal proper:

Description

Minnesota Avenue extension.
Retaining wall on east side of the north approach to Minnesota Avenue viaduct.
Retaining walls on roadway to wharf.
Paving and curbing on wharf and thru retaining walls on track and roadway to wharf.
Kevel on wharf.
Paving and curbing on wharf roadway extending from the west side of Minnesota Avenue.
Structural steel work for grain conveyor gallery.
*Merchants' building.
Grading on west side of Minnesota Avenue for Department of Utilities.
Curtain walls, Buildings "C" and "D".
Retaining wall, Cold Storage building.
Dismantle concrete plant.
Speaker's stand for dedicatory services.
Temporary wiring.
Moving tool sheds.
Materials stored.

*Excluded because construction of building is incomplete.

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PLAINTIFF'S EXHIBIT NO. 278

UNION PACIFIC RAILROAD COMPANY

No. 1. Shows point of beginning of South Ladder Track as recommended by Interstate Commerce Commission. Turnout is from old Wyandotte Spur, Station 108+31.6. Stub end track shown at right is proposed second track of Wyandotte Spur to be connected up at both ends at some future date.

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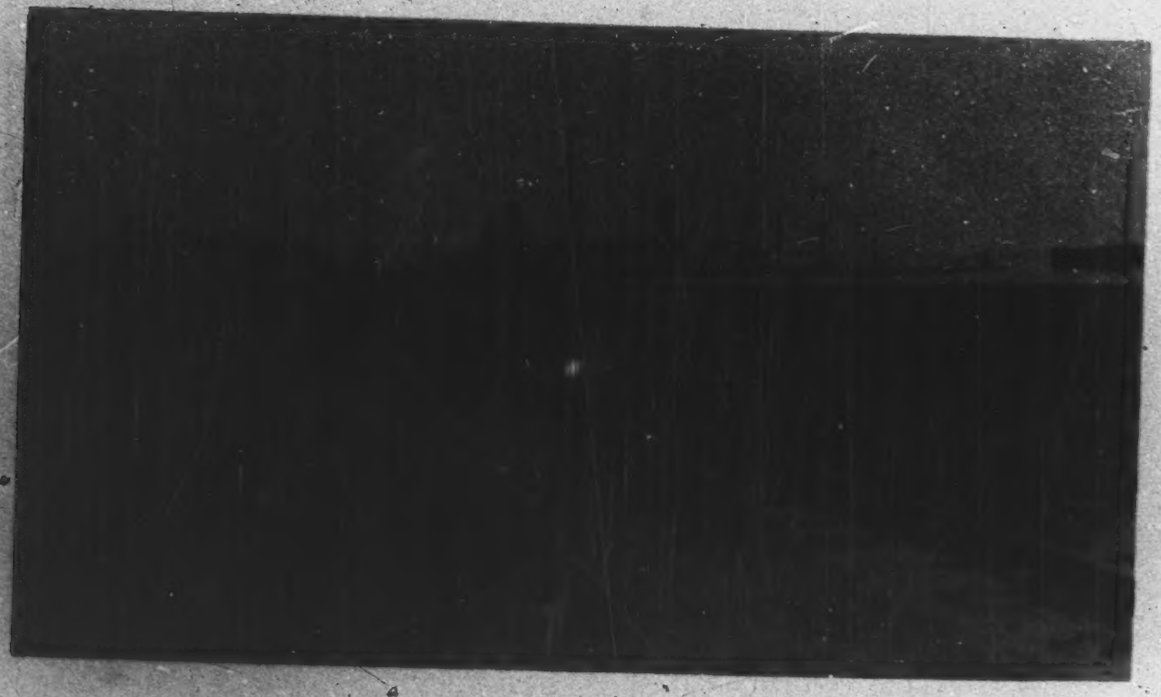
UNION PACIFIC RAILROAD COMPANY



No. 2. Shows point of beginning of North Ladder Track. Turnout is from old Wyandotte Spur, Station 113+10.6. "X" shows the abrupt point where Union Pacific R.R. Co. claims South Ladder Track begins. It is proposed at some future date to install a turnout at such point and crossing over the North Ladder Track to form a second track of the old Wyandotte Spur.

No. 3. Shows point where South and North ladder tracks cross City Elevator lead track.

No. 4. Shows point where South and North ladder tracks cross Minnesota Avenue. Paving installed by Union Pacific R.R. Co.

No. 5. Looking eastward from Minnesota Avenue. Shows many turnouts to team track and sorting yards from South and North ladder tracks. Note yard flood lights and switchman's telephone booth.

No. 6. Shows six-track sorting yard at right and several lead tracks to Team Track Yard on left.

3420

UNION PACIFIC RAILROAD COMPANY 3221

No. 7. General view of Union Pacific R.R. Co. Team Track Yard. Note paved driveways on both sides of tracks.

No. 8. Shows filled area on land leased from Kansas City, Kansas, not at present occupied by tracks. Cold Storage Warehouse in distance.

No. 9. Shows dividing point between city levee land and Union Pacific R.R. Co. right of way. Tracks were split at this point.

No. 10. Shows dividing point between grading included in land value and that set up in Account 3 (Station 18+00). Note dike of levee on right and Phillips Petroleum Company fence on left.

3422

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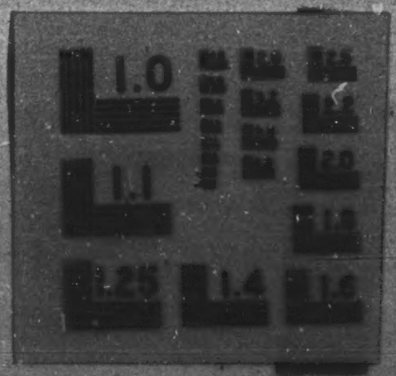
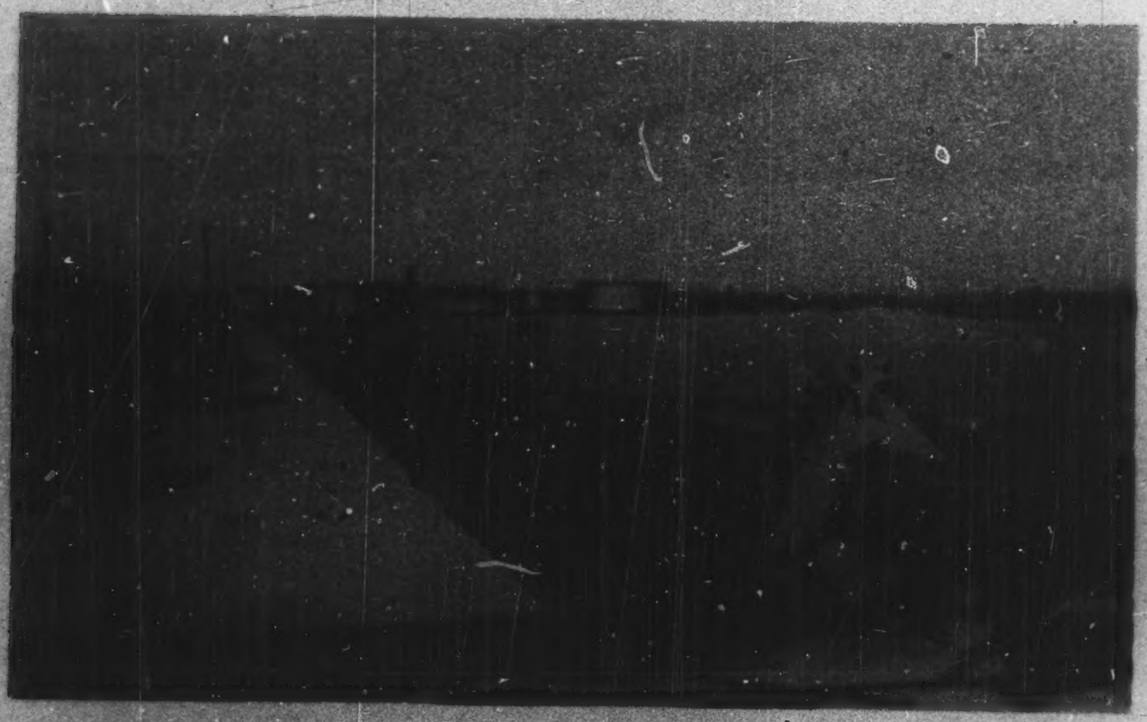


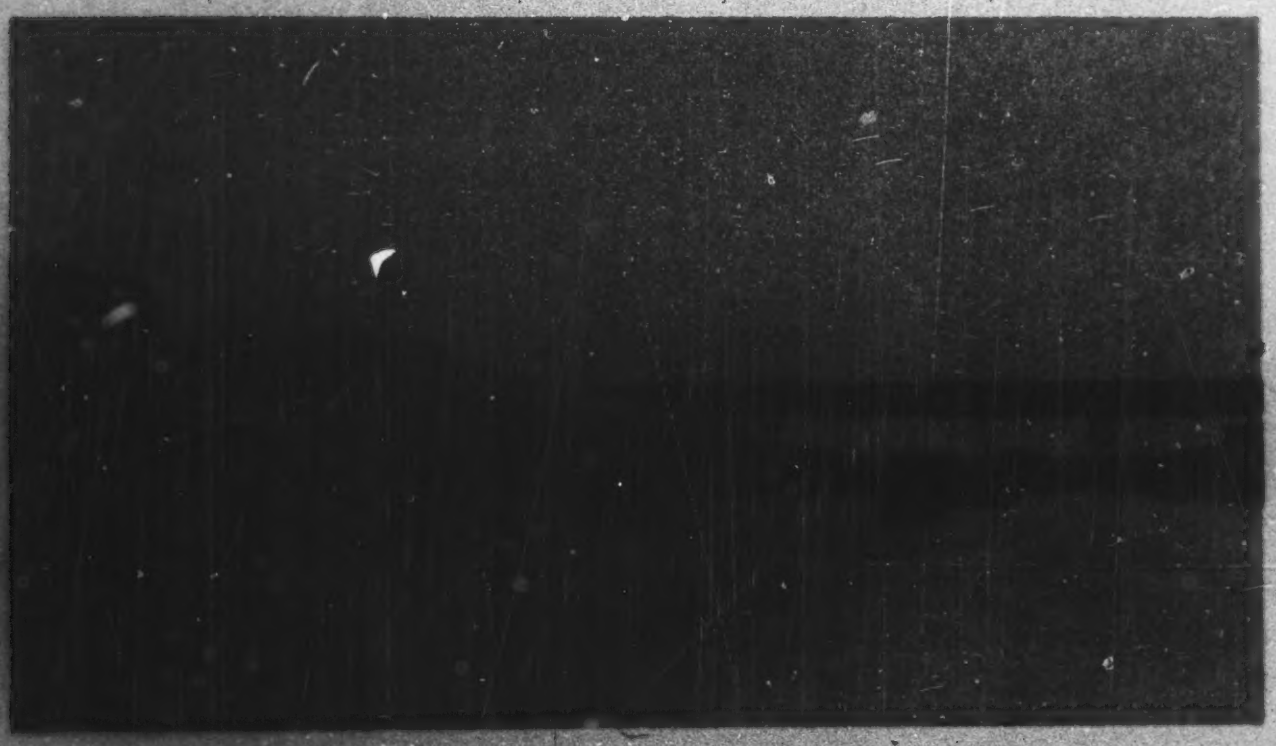


No. 11. Shows end of Track No. 14 at north side of Jersey Creek, the dividing point between railroad and city owned property. Note area to right graded but unused at present.

No. 12. General view of Team Track Yard, showing wide paved area.

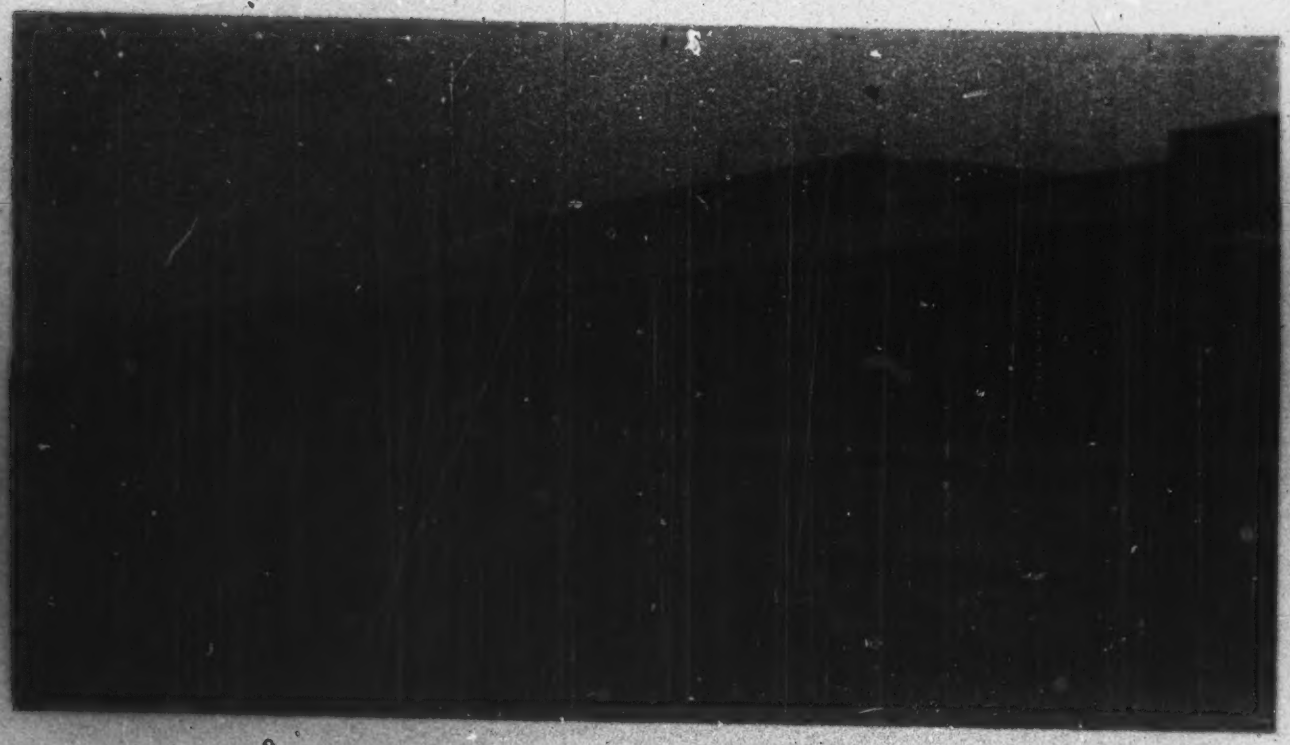
PROPERTY OWNED BY KANSAS CITY, KANSAS 3224

No. 1. General view of Produce Building "A". Note various merchant stalls, also wide paved area. Grain elevator gallery extends over top of building.



No. 2. General view of Produce Building "B". Note trucks in front of various merchant stalls, also wide paved area. Grain elevator gallery extends over top of building, with steel support in driveway.

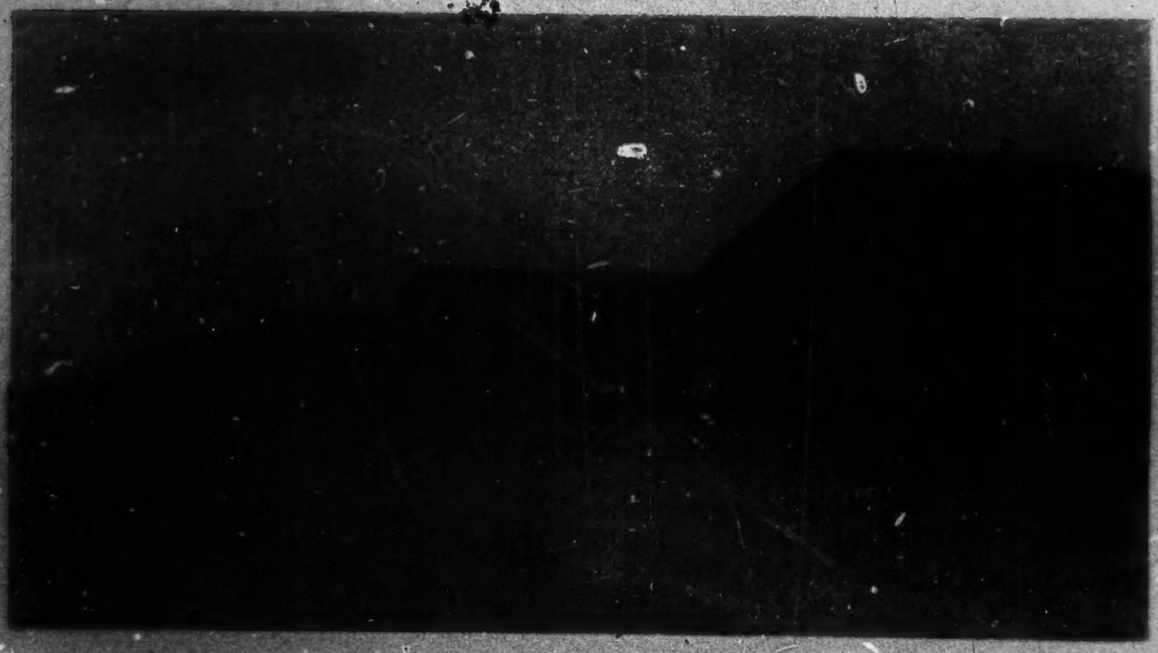
3424



No. 3. General view of Produce Building "C". Not completed and ready for occupancy at time of inventory. Note wide paved area and fire hydrant island. Upper portion of Cold Storage Warehouse shown in rear of building.

No. 4. General view of Produce Building "D". Second story is used for rented offices. Note wide paved area. Upper portion of city grain elevator shown in rear of building.

No. 5. Front view of Cold Storage Warehouse. Inside of building not wholly completed at time of inventory. Note concrete slab over portion of the track area and pile of heavy reinforcing steel used in concrete slabs.



No. 6. General view of five farmers' stalls from front entrance.

No. 7. Rear view of farmers' stalls. Buildings are lunchroom, toilet, and truck scale house.

No. 8. General view of Jersey Creek sewer, looking toward Missouri River.

No. 9. View of Minnesota Avenue, looking south toward viaduct.

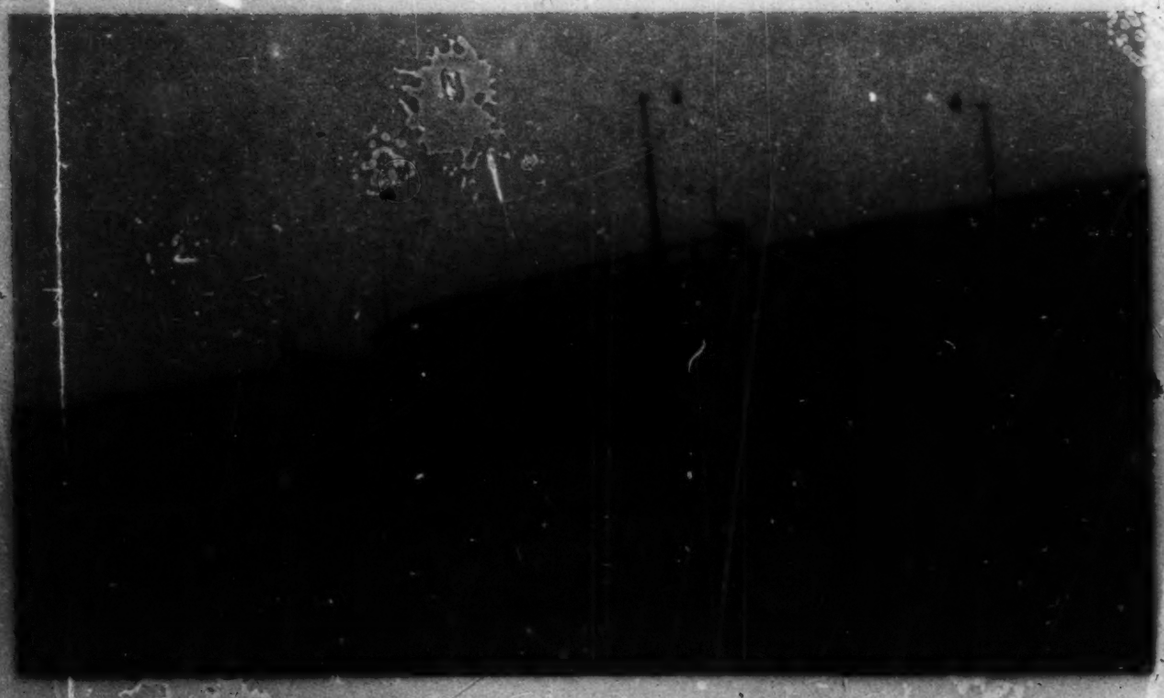
No. 10. View of retaining walls and track leading to wharf.

No. 11. Distant view of wharf. Note grain elevator gallery and conveyor.

PROPERTY OWNED BY KANSAS CITY, KANSAS

No. 18. Shows paving and curbing on wharf, also [illegible] elevator conveyor. Track at left is jointly [illegible] by Union Pacific R.R. Co. and Missouri Pacific R.R. Co. North end of track was being ballasted when this picture was taken.

No. 13. Shows two city trucks that serve Produce Buildings "D" and "A".



No. 14. Shows northeast end of Minnesota Viaduct and retaining wall. Tracks at left are jointly owned by Union Pacific R.R. Co. and Missouri Pacific R.R. Co.

No. 15. Looking north toward Cold Storage Building.

No. 16. Shows Cold Storage Building power substation.

No. 17. Shows ice dock under construction at south end of Cold Storage Building. Track is owned jointly by Union Pacific R.R. Co. and Missouri Pacific R.R. Co.

No. 18. Shows concrete slabs being laid between rails on two city owned tracks serving Produce Buildings "B" and "C".

No. 19. Shows reinforcing used in concrete slabs.

No. 20. Shows north end of Merchants Building along east side of Minnesota Avenue now under construction.

PROPERTY OWNED BY KANSAS CITY, KANSAS

No. 21. Shows south end of Merchants Building now under construction.

PLAINTIFF'S EXHIBIT NO. 279

Interstate Commerce Commission
Bureau of Valuation

3256

Exhibit showing
allocation of all Miscellaneous Facilities
to Revenue Producing Units
(Cost of Reproduction Basis)

Miscellaneous Property	Produce Buildings "A"	"B"	"C"	"D"	Cold Storage Building	Farmers' Market Sheds	Merchants' Building	Filling Station and Parkway	Total
Directly assignable	362,640	389,641	277,496	800,683	725,586	169,900		0	2,595,746
Indirectly assignable and apportioned:									
Engineering	3,676	3,866	3,337	3,667	1,947	8,458	816	780	26,552
Jersey Creek sewer	21,361	21,829	20,164	19,727	14,883	88,609	8,883	8,037	169,172
Paving, curbing, and sidewalks	21,687	18,837	16,681	21,396	8,711	78,119	7,392	6,990	178,765
Drainage system	6,986	7,146	6,600	6,487	4,875	19,184	1,827	1,976	55,089
Water mains and refrigeration lines	9,827	9,827	9,827	9,828	1,495	1,495	1,496	-	44,795
Underground wiring and flood lighting	8,858	8,858	8,860	11,112	12,664	10,780	-	-	60,944
Gas lines for farmers' stalls	-	-	-	-	-	608	-	-	608
Fire hydrants and islands	301	301	301	301	301	301	-	-	1,806
Railroad tracks	4,820	4,820	4,819	4,820	-	-	-	-	19,279
Total Physical Property and Engineering	440,036	465,825	347,878	877,841	768,882	347,418	17,112	18,788	2,907,962
General Expenditures:									
General expenditures	8,801	8,871	6,911	11,881	10,268	4,948	348	315	68,945
Interest during construction	20,198	19,899	18,996	23,809	20,854	13,965	796	796	139,313
Total General Expenditures	28,999	28,870	25,906	35,690	30,622	18,913	1,127	1,089	208,258
Total	469,035	494,695	373,784	913,531	799,504	366,331	18,239	19,877	3,116,220

*Under construction.
Not inventoried.

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[fol. 3237] PLAINTIFF'S EXHIBIT No. 280

Bernice Jackson

April 30, 1940

Interstate Commerce Commission

Bureau of Valuation

Engineering Section
Service Lives

Applicable to property owned by the City of Kansas City, Kansas, in connection with the Kansas City Food Terminal

	Normal Life	
Jersey Creek sewer, reinforced concrete	100 years	
Farmers' market, steel sheds, concrete platform	50 "	
Four produce buildings, brick and reinforced concrete	70 "	
Cold storage building, brick and reinforced concrete and tile	70 "	
Refrigeration equipment	20 "	
Paving, curbing, and sidewalks, concrete	25 "	
Manholes and catch basins, brick and concrete	50 "	
Pipe, concrete	50 "	
" , vitrified	50 "	
" , cast iron	80 "	
" , wrought iron	33 "	

[fol. 3238]

Miscellaneous small pipe and fittings	25 years	
Tunnels for refrigeration lines, concrete	50 "	
Instruments and controls	15 "	(hold at 50%)
Duct lines, concrete encasement	50 "	
Cable, high voltage	20 "	
Reflectors	20 "	
Circuit breakers	20 "	
Switches	20 "	
Bus, copper and wire	20 "	
Power substation, outdoor	20 "	

	Normal Life
Fence around power substation	20 years
Transformers	20 "
Flood lights	15 "
Gas lines, miscellaneous small pipe and fittings	25 "
Fire hydrants	25 "
Fire hydrant islands, concrete	50 "

(2)

Railroad Tracks:	Normal Life
Ties, cross and switch, treated	25 years (hold at 50%)
Rail, relay	50 " (from date of first application as relay)
[fol. 3239] Other Track Material:	
Switches and frogs	30 years (hold at 50%)
Switch stands	30 " (" " ")
Guard rails, solid manganese	50 " (" " ")
Track fastenings	50 years (Same condition per cent as rail.)
Spikes	25 years (Same condition per cent as ties.)
Tie plates	40 years
Bumpers, metal	30 "
Ballast, crushed rock and quarry spalls	50 years (hold at 50%)
Tracklaying and surfacing	Depreciated on the basis of the other track items.

[fol. 3240] PLAINTIFF'S EXHIBIT No. 281

Bernice Jackson

May 1, 1940

April 17, 1940.

Docket Kans. 1356-F

Food Market & Terminal

Kansas City, Kansas

Unit Percentages of Completion for all Units as Shown by P.W.A. Engineer's Records from November 1, 1939, to March 1, 1940, Inclusive

November 1, 1939

No.	Description	Percent Complete
1	Jersey Creek Conduit	99.9
2	Minn. Ave. Repairs & Extension	100
3	Storm & Sanitary Sewers	77
4A	Produce Market Building A	92
4B	" " " B	79.4
4C	" " " C	75.3
4D	" " " D	61.6
5	Auction Warehouse	0
6	Cold Storage Bldg.	56
7	Farmers' Market Bldgs.	97
8	Grading, Paving & Facilities	60
9	Incinerator Building	0

December 1, 1939

1	Jersey Creek Conduit	99.9
2	Minn. Ave. Repairs & Extension	100
3	Storm & Sanitary Sewers	90
[fol. 3241]		
4A	Produce Market Building A	96
4B	" " " B	98
4C	" " " C	95
4D	" " " D	80
5	Auction Warehouse	0
6	Cold Storage Bldg.	68
7	Farmers' Market Buildings	100

No.	Description	Percent Complete
8	Grading, paving & facilities	75
9	Incinerator	0

January 1, 1940

1	Jersey Creek Sewer	99.9
2	Minn. Ave. Repairs & Exten.	100
3	Storm & Sanitary Sewers	92
4A	Produce Market Building A	99
4B	" " " B	99
4C	" " " C	99
4D	" " " D	97
5	Auction Warehouse	0
6	Cold Storage Building	75
7	Farmers' Market Bldg.	100
8	Grading, Paving & Facilities	90
9	Incinerator	0

February 1, 1940

1	Jersey Creek Sewer	99.9
2	Minn. Ave. Repairs & Exten.	100

[fol. 3242]

3	Storm & Sanitary Sewers	98.0
4A	Produce Market Bldg. "A"	99
4B	" " " B	99
4C	" " " C	99
4D	" " " D	99
5	Auction Warehouse	0
6	Cold Storage Building	99
7	Farmers' Market Building	100
8	Grading, Paving & Facilities	90
9	Incinerator	0

Unit Percentages of Completion for all Units as Shown by P.W.A. Engineer's Records From November 1, 1939, to March 1, 1940, Inclusive

March 1, 1940

1	Jersey Creek Sewer	100
2	Minn. Ave. Extension	100
3	Storm & Sanitary Sewers	98.5

No.	Description	Percent Complete
4A	Produce Market Bldg. A	*100
4B	" " " B	*100
4C	" " " C	* 88
4D	" " " D	*100
5	Auction Warehouse	0

[fol. 3243]

6	Cold Storage Bldg	94
7	Farmers' Market Bldg	100
8	Grading, Paving & Facilities	92
9	Incinerator	0

*The covering of Refrigeration Piping is not included in these percentages.

April 1, 1940

1	Jersey Creek Sewer	100
2	Minn. Ave. Extension	100
3	Storm & Sanitary Sewers	100
4A	Produce Market Bldg. A	*100
4B	" " " B	*100
4C	" " " C	* 95
4D	" " " D	*100
5	Auction Warehouse	0
6	Cold Storage Bldg	97.5
7	Farmers' Market Bldg	100
8	Grading, Paving & Facilities	96
9	Incinerator	0

*The covering of Refrigeration Piping is not included in these percentages.

[fol. 3244] Estimated Completion Dates as of April 15, 1940

1	Jersey Creek Sewer	Completed
2	Minn. Ave. Extension	Completed
3	Storm & Sanitary Sewers	Completed
4A	Produce Market Bldg. A	*Completed
4B	" " " B	*Completed
4C	" " " C	*May 1, 1940
4D	" " " D	*Completed
	Merchants' Bldg.	May 15, 1940

[fol. 3242]

No.	Description	Percent Complete
5	Auction Warehouse	Eliminated
6	Cold Storage Bldg. (Including Wells)	June 1, 1940
7	Farmers' Market Bldg.	Completed
8	Grading, Paving & Facilities	May 1, 1940
9	Incinerator	Eliminated

* A small amount of Refrigeration Pipe covering remains to be done in these Produce Buildings, together with the testing of these lines and the refrigeration equipment. Completion of all refrigeration in these Produce Buildings is expected about May 1, 1940.

[fol. 3245] PLAINTIFF'S EXHIBIT No. 282

Bernice Jackson

May 1, 1940

Copies of Mailgrams from the files of the Auditing Department, Union Pacific Railroad, signed J. L. Haugh and addressed to H. A. Toland, authorizing Kansas City Industrial Land Company vouchers to be drawn in favor of William Fean and Joseph DeOreo for services covering periods of January, February and March 1940.

File No. A-1033

WET.

Page (1)

(Copy)

Omaha, February 5, 1940.

Mr. H. A. Toland:

Please let me have two KCILCo. vouchers, each in the amount of $350.—one in favor of Mr. William Fean and the other in favor of Mr. Joseph DeOreo, for services performed in the month of January 1940.

(Signed) J. L. Haugh

Forms 183 Audit
Nos. 7145 and 714
Jan. 1940 account

[fol. 3246] (Letterhead)

C.

Form 2191 12-37-400

Union Pacific Railroad Company

Time Filed.....M Telegram

(Copy)

Mailgram

Omaha, March 4, 1940.

Mr. H. A. Toland:

Please let me have two KCILCo. vouchers, each in the amount of $350.00, one in favor of Mr. William Fean and the other in favor of Mr. Joseph DeOreo, for services performed in the month of February, 1940.

J-62.

J. L. Haugh.

Forms 183, Audit Nos. 7700 & 7702
Voucher Nos. 7509 and 7510 respectively.

(Letterhead) Page (3)

C.

Form 2191 12-37-400

Union Pacific Railroad Company

Time Filed.....M Telegram

(Copy)

Mailgram

Omaha, April 4, 1940.

Mr. H. A. Toland:

[fol. 3247] Please let me have two KCILCo. vouchers, each in the amount of $350, one in favor of Mr. William Fean and the other in favor of Mr. Joseph DeOreo, for services performed in the month of March, 1940.

J. L. Haugh.

Forms 183, Audit Nos. 7797 and 7799 respectively, $350.00 each, Mar. 1940 account.

[fol. 3248] PLAINTIFF'S EXHIBIT No. 283

Bernice Jackson

5/1/40

Copies of Correspondence and Data from the files of Chief Engineer, Union Pacific Railroad, Omaha, Nebraska.

File, General B-3296

Copies obtained from M. T. Terrell, Asst. to Chief Engineer.

WET.

Page 1

Copy

Fairfax District,
Kansas City, Kansas,
February 4, 1939.

Mr. B. H. Prater,

Herewith canvass of bids for four produce buildings, auction warehouse, and Farmers' Market stalls for the Kansas City Produce Terminal which were received by the City of Kansas City, Kansas, February 2nd.

As prices seem excessive no contracts have yet been awarded and it is probable that other deductions will be worked out for the four produce buildings. Farm Market [fol. 3249] stalls probably will be entirely redesigned and readvertised for and auction warehouse held in abeyance until the other jobs are well under way after which it may be redesigned and readvertised.

H. H. Higgins.

CC—Mr. G. E. Stanley.

Page 2

Copy

(Wire)

Omaha, Feb. 9, 1939.

GES, KC

W. T. Wellman, Oma

Mr. Wellman will be in KC, tomorrow.

In preliminary review farmers' market plans, we have following general suggestions:

(1) Eliminate brick enclosures at ends of each unit.
(2) Eliminate all enclosures of Unit "D".

(3) Eliminate 12-inch channel on all units, which is used for stall numbering only.
(4) Retain Unit "E" but without any enclosures.
(5) Substitute a roof that will cost about thirty percent of cement and tile roof shown on plan.
(6) When roofing is eliminated, that should also reduce the structural steel because of reduction in load.

It looks to us here as though it may be necessary to completely redesign building. Mr. Wellman will help in determining this tomorrow. Orig GES, CyWTW. J-9.

[fol. 3250]

J. L. Haugh

Page 3

Copy

R-3296

Omaha—April 1, 1939.

Mr. B. H. Prater—

In accordance with your request I went to Kansas City, Mo. and conferred with Mr. G. E. Stanley and the various Architects, Engineers and Contractors engaged on the Kansas City, Kansas Food Terminal. I was in Kansas City Tuesday, Wednesday, Thursday and Friday.

According to present arrangements it is proposed to have the Kansas City, Kansas, City Officials sign the contract for Produce Buildings A, B, C and D Tuesday evening April 4th, 1939 with Patti Construction Company who is the original low bidder. The amount of the contract is $1,252,339.00 and has already been executed by the Patti Construction Company. At the same time the City Officials will sign the contract with Weeks Construction Company for the Farmers Market "Unit H" in the amount of $180,607.00. Weeks Construction Company are the original low bidders for this structure and they have already executed the contract.

Immediately after these contracts are executed it is proposed to take them to Fort Worth, Texas, which is the headquarters of the P. W. A. for the Kansas City District, [fol. 3251] and Mr. Stanley has requested that I arrange to go with him.

The local Kansas City P. W. A. officers have given their

approval and there should not be any difficulty in having these contracts approved by Fort Worth officials.

After contracts have been executed by the Fort Worth office it is then proposed to make changes in plans and specifications for Produce Buildings A, B, C and D that will reduce the cost approximately $140,000.00 additional over changes already made. Also to make changes in plans and specifications for Farmers Market Unit H that will reduce the cost approximately $27,500.00 additional over changes already made.

According to P. W. A. Rulings it will be necessary to handle the changes in this manner or it would be necessary to ask for new bids which would delay the work another 30 days or more and which Mr. Stanley did not wish to do.

The Architects and Engineers are now revising their plans to provide for necessary changes to reduce the cost to the above estimate.

It is proposed to start work immediately on these structures as soon as contracts are executed.

Page 4

The work of excavating and driving of pile foundation for these structures is progressing satisfactorily.

Plans and Specifications are now being prepared for the Cold Storage Building Unit E, Auction Warehouse [fol. 3252] Unit F and Merchant Store Buildings. Bids will be obtained on these structures immediately on completion of plans and specifications.

W. T. Wellman.

7

Page 5

Copy

R-3296

Omaha—April 1, 1938.

Mr. H. C. Mann—

Attach for your information a copy of Mr. Wellman's report covering recent trip to Kansas City to assist Mr. Stanley in connection with the estimates, plans and specifications for the various Food Terminal Buildings.

I am arranging to send Mr. Wellman back to Kansas City about the middle of next week.

There is also attached a copy of the revised estimate of cost which is exclusive of the Union Pacific Railroad Co. expense for grading, paving and trackage.

B. H. Prater.

Enc.
1
CC—Mr. B. H. Prater—On Line.

Page 6

Copy

May 27th, 1939.

Mr. G. E. Stanley—Kansas City:

[fol. 3253] In accordance with your request I met with the Kansas City, Kansas, City Commissioners on Friday, May 26th, to present to them our recommendations for various deductions in the cost of Produce Warehouse Buildings A, B, C and D, wholesale Food Market and Terminal, Fairfax Industrial District.

Meeting was held in the Mayor's office and those present were:

Mayor Dan C. McCombs,
Commissioner Francis Blake,
Commissioner George H. Darby,
Mr. Alton H. Skinner, City Attorney,
Messrs. Gentry and Voskamp,
Architects for Buildings A, B, C and D,
Mr. S. Patti, President of Patti Construction Co.,
Mr. H. N. Higgins,
Mr. W. T. Wellman.

The items for deduction were taken up and discussed consecutively as listed in statement furnished you March 29th, 1939. The following comments and decisions were made by the Commissioners.

Changes Approved.

Item 1. Correction of deduction account of previous acceptance of Alternates 9 and 10 due to error in calculation in original bid.

[fol. 3254] This item was discussed at length by all present, Mr. Patti contending that he had been delayed 90 days by the Kansas City Commission and that he had suffered considerable loss on account of not being able to make better progress with construction of these buildings and therefore wished to repudiate original agreement to correct this error in his proposal and bid.

I took the position that if Mr. Patti had been delayed by the Kansas City Commission and had actually suffered loss, such claim should be made in proper form instead of trying to rescind his original agreement and arbitrarily refuse to correct mathematical error previously agreed upon. Furthermore the contract as now executed was based on accepting deduction called for in Alternates 9 and 10 as shown on canvas- of bids dated February 2, 1939, and these credits should be fully realized by the owners of the buildings.

Page 7

Architects Gentry and Voskamp refused to support me in my stand and seemingly took the position that if Mr. Patti refused to correct mistake in original figures it was all right with them. The final decision made by the Commission was that they and the Architects, Messrs. Gentry and Voskamp would investigate this item further. My suggestion is that you follow up this item and see that proper credit is allowed.

$20,708.00

[fol. 3255] Item 2. Eliminate the additional reinforcement in basement floors for buildings A, B, C and D provided in plans and specifications to avoid high water uplift.

Mr. Patti also wished to repudiate his original deduction for this amount and claimed unit prices set up in contract were too high and should not be applied to this particular item. I took the position that unit prices for more or less concrete, reinforcing steel, waterproofing and other items as set up in the contract were included and made a part of the contract to insure a reasonable payment for all work omitted or additional work ordered and that his claim that the unit prices should not apply in this case was unreasonable. The Commission sustained me and ordered the amount of this deduction be made based on unit prices

$12,000.00

Item 3. Substitute all steel construction—unit heaters in lieu of copper tubes and cast iron frames specified.

This deduction was approved. $1,546.00.

Item 4. Omit two pent houses on roof of building D originally intended for air conditioning equipment, which will not be installed at this time.

When canvas- of bids was made February 2nd, it was decided to eliminate air conditioning in the office portion of Building D. Since it is now proposed by the Commission [fol. 3256] and yourself to reinstate the air conditioning equipment, these pent houses should be constructed as a part of the building and consequently the item for deduction is eliminated.

Item 5. Omit one floor drain in each basement and one floor drain in first floor of each store room unit, in Buildings A, B, C and D. This will still leave two floor drains in each basement unit and one floor drain in each first floor store room unit which is ample.

This credit was approved. $4,507.00.

Page 8

Item 6. Omit solenoid valve and thermostat in all refrigerator rooms except banana rooms. Refrigerator system in rooms other than banana rooms to be manually operated instead of automatically as specified. This deduction was approved.

$2,121.00.

Item 7. Substitute 2" T. & G. wood sheeting surfaced on two sides on all canopy roofs for buildings A, B, C and D instead of metal deck and insulation specified. This deduction was approved.

$6,652.00.

Item 8. Construct basement floors in all buildings to slope parallel to first floor which is constructed on 3/10 per cent grade, instead of constructing basement floor level as shown on original drawings.

This deduction was approved.

[fol. 3257] $1,500.00.

Item 9. Eliminate 3" wood fenders placed along outer edge of loading dock platform for buildings A, B, C and D. This deduction was approved.

$2,162.00.

Item 10. Eliminate 2" insulation specified to be placed on top of all main roof slabs for buildings A, B, C and D before applying the roofing material. Since it is now proposed to install the air conditioning equipment in building D, it was decided to use 2" insulation specified on this building and install 1" insulation on buildings A, B and C. Approximate saving $2,500.00.

$2,500.00.

Item 11. Eliminate cross connection bus bars on electric panel boards and make direct run from electric panel boards to meter. Substitute fuse type electric boards equipped with Fusetron fuses instead of circuit breakers. Architects, Gentry and Voskamp strenuously objected to this change and it was decided by the Commission that they redesign this part of electrical work and it was thought that a possible saving of $3500.00 could be made.

$3,500.00.

Item 12. Eliminate the outside overhead doors on display dock for building C, as no doors will be required here. This deduction was approved.

[fol. 3258] $2,640.00.

Item 13. Change the built up type roofing from 20 year bond to 15 year bond and omit raggle blocks built into fire walls.

This item was approved.

$4,985.00.

(Fourth Page of Letter) Page 9

Item 14. Change the stairways in each store room unit from first floor to mezzanine floor from steel construction to wood construction. Messrs. Gentry and Voskamp strenuously opposed this change and the Commission ordered that they re-design and re-study the stairs with view of making entire saving as shown if possible.

$6,317.00.

Item 15. Eliminate terrazzo floor in second story of building D except in the toilets, rest room and soda grill, and substitute smooth trowel finish cement floors. Messrs. Gentry and Voskamp objected to this deduction and proposed to install Tile-tex in offices and corridors instead of terrazzo. Commission decided that terrazzo would be in-

stalled in the toilets, rest room and soda grill only and they would decide later whether they would use Tile-tex in the offices and corridors or plain cement finish with approved hardening.

$8,435.00.

Item 16. Substitute floor mounted type flush valve water closets for the wall hung type closets specified. Messrs. [fol. 3259] Gentry and Voskamp strenuously opposed this deduction and since this is a small item the Commission decided to approve the original specification.

Item 17. Run the gas pipe lines direct from meters and eliminate the cross connections. Messrs. Gentry and Voskamp likewise objected to this change and since it is only a small saving the Commission disallowed it.

Item 18. Substitute steam convector panels for cast iron radiation in second floor of unit D building. Messrs. Gentry and Voskamp opposed this credit and their objection was sustained by the Commission since it is only a small item.

Item 19. Substitute cement plaster painted with enamel paint for marble wainscote and base in stair hall in building D. This deduction was approved by the City Commission.

$1,419.00.

Item 20. Substitute brick reveals around all windows in buildings A, B, C and D in lieu of cut stone. Change cut stone coping to salt glaze vitrified tile and substitute brick sills for cut stone sills. This deduction was also objected to by Messrs. Gentry and Voskamp and the Commission decided to have the Architects modify their design by eliminating stone architraves and other unnecessary stone work but retaining cut stone coping and sills. Approximate saving on this will be $3,500.00.

$3,500.00.

(Fifth Page of Letter) Page 10

[fol. 3260] Item 21. Change vertical lift store front between store front and display dock between buildings A, B, C and D substituting lighter weight steel construction using tubular sections instead of structural sections, using steel glazing on one side only and using tubular steel doors instead of hollow metal doors.

Messrs. Gentry and Voskamp objected to this change. The Commission ordered further study be made of these

doors to simplify the expensive type of construction and make all the saving possible, and at the same time obtain a satisfactory type of door. Modified design will save approximately $4,000.00.

$4,000.00.

Item 22. Substitute copper bearing galvanized iron in lieu of copper for all flashings. This item was approved.

$1,450.00.

Item 23. Eliminate mechanical ventilation for toilet rooms, kitchen and soda grill in Buildings D and substitute wall exhaust fan in kitchen and soda grill only. On account of installing air conditioning equipment, this item cannot be deducted.

Item 24. Eliminate all toilet rooms on mezzanine floor in all store room units for buildings A, B and D. (Where lessee has female employes, toilet rooms may be constructed on first floor if requested.)

Messrs. Gentry and Voskamp strennously opposed this deduction and the Commission decided to confer with you [fol. 3261] and obtain the wishes of the tenants before making final decision.

Item 25. Eliminate three ceiling lights on first floor of each store room unit in Buildings A, B, C and D.

Messrs. Gentry and Voskamp strenuously objected to this deduction and their objections were sustained by the Commission. However it is a waste of money to install six large ceiling lights in a little store room 22' x 55' where vegetables only are to be handled in the day time.

Item 26. Substitute six inch "H" columns instead of two nine-inch channels on sales dock supporting canopy. This deduction was approved.

$2,500.00.

Page 11

Item 27. Make the exterior hand rails with one and one-half inch pipe two rails high on ramps, stairs and docks in buildings A, B, C and D in lieu of channel iron railings as specified. Messrs. Gentry and Voskamp objected to this change and the Commission ordered them to restudy their design and see if pipe rails cannot be used satisfactorily on an equal saving made by using a different design from that shown on drawings.

$650.00.

Item 28. Omit one ventilator in each steel sash directly over vertical slide up doors between store room units and display docks in buildings A, B, C and D.

Messrs. Gentry and Voskamp objected to this change [fol. 3262] and the Commission sustained objections.

Item 29. Substitute standard "Circle-A" wood office partitions or birch construction in lieu of the special designed partitions. This deduction was approved.

$2,000.00.

Item 30. Substitute smooth tile backing in place of interior common brick facing on the interior surface of exterior walls. The Commission decided to hold this item in abeyance until final decision was reached on Item No. 1, which was based on changing the interior partitions from glazed brick to hollow tile block. If Item No. 1 is approved and full credit allowed then, Item 30 will also be approved.

It is evident from the above that the Commission has allowed the Architects, Gentry and Voskamp, considerable leeway on some of the items, and I am therefore suggesting that they be checked up from time to time to see how much saving is being made.

W. T. Wellman.

7.

CC—Mr. J. L. Haugh.
Mr. B. H. Prater.

Page 12

Copy

R-3296.

Omaha, Nebr.—June 5, 1939.

Mr. G. E. Stanley—Kansas City:

[fol. 3263] Referring to Mr. H. N. Higgi s' letter to you, dated May 26th, copy to me attaching canvass of bids for cold storage building, Fairfax Industrial District:

The $20,000 referred to as added to cost of cold storage building, I assume is for the air conditioning of offices in building "D" which Mr. J. L. Haugh has requested you to consider carefully before making decision or awarding contract. Also understand there is some question as to building the fifth story to the cold storage building as requested by lessee. If both of these items are eliminated you will have sufficient funds to complete according to your

estimate. However, if you finally decide to approve the $30,000 for refrigeration equipment and to construct the fifth story, other means of reducing the cost will have to be considered.

Kindly advise how you propose to reduce total cost of constructing cold storage building so as to come within the amount you have appropriated for this structure.

B. H. Prater.

7

[fol. 3264] Bernice Jackson

May 1, 1940

Copies of Correspondence and Data from the files of Executive Department, Union Pacific Railroad, Omaha, Nebraska.

President's file No. 912 General, current unassembled. (as of 4-17-40.)

(1) WBT

Kansas City, Kansas Food Terminal
Estimated Income and Expense
For the Period November 1, 1939 to October 31, 1942

Income from Rentals:	11-1-39 to 10-31-40	11-1-40 to 10-31-41	11-1-41 to 10-31-42
Rental Grain Elevator	$40,482	$40,482	$40,482
Grain Elevator Tracks	8,000	8,000	8,000
Industrial Lead Tracks	8,000	8,000	8,000
Inland Waterways	9,000	9,000	9,000
Board of Public Utilities	3,283	3,283	3,283
Land from Team track yards	10,560	10,560	10,560
Kansas City Bag Company	30	30	30
Produce Units—78			
2-1-1940 to 5-1-40 @ $30 per month			
5-1-1940 @ $180 per month	31,900	140,400	140,400
Office Units—27 @ $600 annual	13,500	16,200	16,200
Cold Storage Plant			
4 months @ $312.50			
4 months @ $5,000			
12 months @ $6,666	15,250	26,000	26,000
Farmers' Leases			
413 @ $21 per year	8,673	8,673	8,673
Daily Income 413 stalls			
@ .25 for 120 days	15,450	15,450	15,450
Merchants Building	5,000	10,000	10,000
Phillips' Lease	720	720	720
Farmers' restaurant, cigar counter and miscellaneous concessions	2,400	2,400	2,400
	167,177	303,197	303,197
Less: Non-company			
1st year	12,500		
2nd and 3rd year		10,000	10,000
Net Income from leases	204,677	293,197	293,197

[Ex. 3253]

	11-1-39 to 10-31-40	11-1-40 to 10-31-41	11-1-41 to 10-31-42
Income for refrigeration:			
1st year gratis			
2nd year and 3rd year			
55 boxes @ $35 per month			
99 boxes @ $35 per month	.....	22,260	22,260
Total Net Estimated Income Fwded	$304,677	$316,787	$316,787

—(2)—

Net Estimated Income (Forwarded)

Estimated Operating Expenses:

Manager and two clerks	$6,500			
Market Master & Asst.	3,900			
Janitor and supplies	2,400			
Maintenance and supplies	4,500			
Office supplies	2,400			
Insurance and Miscellaneous	6,500	26,850	28,200	28,200
Refrigeration & air conditioning		17,500	27,810	27,810
Total Operating Expenses		43,350	56,010	56,010
Net Income for Bonds and Interest requirements		161,527	260,777	260,777
Bond and Interest Requirements:				
Interest November 1, 1939 to May 1, 1940 on $1,033,000		20,660		
Interest May 1, 1940 to October 31, 1940 on $3,000,000		60,000		
Principal payable Nov. 1, 1940		45,000		
Interest and principal full year		.....	164,200	165,360
		125,660	164,200	165,360
Net Cash Available		35,867	96,577	95,417

[Ex. 3266] Proposed Adjustments of Rental

Net Available Cash	$35,867	$96,577	$95,417
Adjustments of rent that may be made with tenants: A	8,000	6,000	4,900
	27,777	90,577	90,517
Add:			
Advance rents receivable to be refunded by rental deductions from rentals due in future years	112,070		
Less:			
Rental deductions to be made by reason of prior rental advances	.....	30,000	30,000
	140,847	60,577	60,517
Less: Cash to be paid for Adjustments	112,070	.....	.....
Available Cash	27,777	90,577	90,517

The above schedules are based on estimates of income and expense furnished to us.

Mathews and Dewey, Certified Public Accountants.
(By) John W. Bailey, Resident Partner.

Copy

January 9, 1940.

Re: Food Mkt. & Terminal, Terminal Site, Public Levee.

Honorable Mayor & Board of Commissioners, City Hall, 6th & Ann, Kansas City, Kansas.

Gentlemen:

We hand you herewith our report on construction progress [fol. 3267] to and including January 9, 1940. Please be advised that the status of the following contracts are:

Contract No. 1—Jersey Creek Sewer.—Substantially completed December 4, 1939. We understand that this contractor has filed with the Engineer over-charges that will aggregate around $21,000.00. These over-charges are without support, and will be made a matter of further report by Mr. Schulz to Mr. Skinner.

Contract No. 2—Piling and foundation.
" " 3—Minn. Ave. Extension.
" " 4—Wharf and Paving.
" " 9—Farmers' Market.
" " 17—Jersey Creek Fill.
" " 22—Extra Fill for Substation.

All of the foregoing substantially completed.

Contract No. 17—Jersey Creek Fill.—We have been advised by the Engineer that the contractor, the Buskness Const. Co., is also filing additional charges for overrun of contract, which has been made the matter of a report to Mr. Skinner.

Contract No. 6—Produce Buildings.—Units "A", "B" and "D", with the exception of minor alterations, are practically complete. The office section of Unit "D" will require a number of alterations to meet lessees' requirements. We would note that to date we have expended approximately $6,000.00 in changes in the second floor office section to meet these requirements. Further expendi- [fol. 3268] tures required will be of a minor nature. Six tenants are now in possession of their quarters in this section.

We would call attention to the fact that we are completing change orders for the several tenants in "A", "B" and "D" in the nature of tomato rooms, celery rooms, etc., in the basement, the same aggregating approximately $6,000.00.

Contract No. 10—Cold Storage Bldg.—This contract is now 78% complete. Work has been retarded in the last week due to inclement weather, and we have had considerable trouble in procuring electric current for power purposes, due to the fact that the Public Utilities have not completed their substation on Minnesota Avenue. Mr. Duvall advises us, however, that he will be able to energize the main line to the transformers, Cold Storage, by Wednesday, January 10th. Heat throughout the 1st and 3rd floors is essential in the application of the cork insulation, which is a major operation retarding progress at this time. We believe, however, that the date of February 1st can be held [fol. 3269] to for occupancy by the lessee.

4

Contract No. 11—Grading, Paving & Tracks.—This contract is 83 percent complete. It has practically closed down due to impossible working conditions on account of inclement weather.

Contract No. 12—Cold Storage Equip.—The main part of the equipment, including compressors, has been installed; the ice storage tank practically completed by the Darby Corporation; and coils on the 1st and 3rd floors are being held up, due to the non-installation of cork on the ceilings. We would also note that the Pritchard Company, principal subcontractor, has shown considerable delinquency in the procuring of electrical equipment necessary to complete the switchboard operations. We think that, if conditions are not better within the next few days, the referred delinquency will be made a matter of special report.

Contract No. 13.—Water Mains and Refrig. Lines.—This contract, with the exception of insulation of the brine lines, is practically complete. We would report that the matter of insulation has been adjusted, and the contractor has submitted a new subcontractor to take over this portion of [fol. 3270] the work.

Contract No. 14—Power and Lighting.—This contract substantially completed.

Contract No. 15—Fencing.—No contract award made.

Contract No. 16—Erosion Prevention.—No contract award made.

Contract No. 18—Completing Pro. Bldg. "C".—Work on this building was made the subject of a change order request to the Regional Director, and was adversely acted upon by his Engineer. We would suggest an immediate conference regarding this structure, and endeavor to have the principal contractor, Pattie Construction Co., install as many of the required items of construction as will fall under our unit price category. We believe that delay in completion of this building will be eliminated if this procedure is followed.

Contract No. 19—Alterations to Grain Gallery.—Work was started on this structure December 28, 1939, and two trusses erected east of Building "B". Due to weather conditions, work has ceased.

Contract No. 20—Merchants' Store.—Good progress has been made to date on this structure, but due to the severity of the weather work has been suspended for the time being.

[fol. 3271] Contract No. 21—Cold Storage Wells.—Work on this contract has not started. The writer has been informed that the principal contractor is ready to proceed as soon as weather conditions permit.

Contract No. 23—Pumps-Cold Storage.—Contract not awarded, and no award can be made pending development of wells under Contract No. 21. We comment generally upon the following matters:

We are attaching hereto financial report of the Project as of January 8, 1940. You will note an unincumbered fund totalling $29,646.91. We have given due consideration to all alterations required under Produce Bldgs. "A", "B", "C" and "D", with the exception of 6 tomato and celery rooms, which are being made the subject of change order requests. This additional cost will aggregate approximately $6,000.00, reducing the contingency fund to approximately $23,500.00.

Respectfully submitted, W. J. Nauman, Jr., Coordinator, Kansas City Food Terminal.

Bd. 3872.

Financial Status as of 1-6-40

Item		1 Budgeted Latest App. Est.	2 Incurred Inc. App. C. O.	3 Contemplated Changes	Total Columns 2 & 3
3	Construction				
1	Jersey Creek Sewer	199,000.00	198,337.31	.....	198,337.31
2	Bldg. Foundations	192,859.71	192,859.71	.....	192,859.71
3	Miss. Ave. Extension	93,146.91	93,146.91	.....	93,146.91
4	Retaining Wall & W-arf	52,467.95	52,467.95	.....	52,467.95
5	Lateral Sewer	63,000.00	62,123.24	.....	62,123.24
6	Produce Building	1,373,378.38	1,354,563.00	10,848.16	1,365,411.16
7	Farmers' Market	160,319.49	159,819.49	.....	159,819.49
10	Cold Storage, Bldg.	458,500.00	456,261.82	810.00	457,071.82
11	Grading, Fav. & Trucks	278,099.15	278,099.14	.....	278,099.14
12	Cold Storage Equip.	195,448.00	195,448.00	.....	195,448.00
13	Water Mains, etc.	51,500.00	49,961.00	897.33	50,858.33
14	Power Lines	63,600.00	63,286.25	.....	63,286.25
15	Paving	1,500.00	(1,500.00)	.....	(1,500.00)
16	Erosion Prevention	1,800.00	(1,800.00)	.....	(1,800.00)
17	Filling over sewer	18,164.65	8,393.20	9,418.00	17,811.20
18	Complete Fin. Bldg. "O"	75,000.00	(75,000.00)	.....	(75,000.00)
19	Alt. to Grain Gallery	8,190.00	8,190.00	.....	8,190.00
20	Miscellaneous Store Bldg.	135,047.56	134,767.70	.....	134,767.70
21	Cold Storage Walk	24,000.00	7,633.00	.....	7,633.00
22	Additional Fill	6,443.20	6,443.20	.....	6,443.20
25	Pumps	4,500.00	(4,500.00)	.....	(4,500.00)
7A	Force Account	153.20	153.20	.....	153.20
BB	Peddlers Rink Inc.	3,500.00	4,614.16	.....	4,614.16
		3,459,618.19	3,409,368.28	21,973.49	3,431,341.77
	Cont. Const. Contingencies	1,370.49			29,646.91
		3,460,988.68			3,460,988.68

3459

[fol. 3273]
Analysis Column 3

Contract No. 6			
Request No.			
98–6		299.23	
106–6		1,264.50	
109–6		1,916.32	
113–6	—	7.83	
119–6		102.63	
Contemp.		6,870.83	
		902.48	
			10,848.16
Contract No. 10			
Contemp.			819.00
Contract No. 13			
116–13		366.33	
Contemp.		531.00	
			897.33
Contract No. 17			
Contemp.			9,418.00
			21,973.49

Remaining unincumbered funds for Construction Contingencies as of January 8, 1940 are.....$39,646.91 or 0.36%

[fol. 3274] PLAINTIFF'S EXHIBIT No. 285

Bernice Jackson

May 1, 1940

Copies of freight bills covering carload shipments of produce delivered to Federal Cold Storage Company and Heart of America Food Growers Association at the Kansas City Food Terminal, Kansas City, Kansas.

Copy of freight bill covering switching charge on carload of ice switched from City Ice & Fuel Co., to State Line Team Track, for account of City Ice & Fuel Company.

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3275

Form 7B9

2031 KANSAS CITY MO B&M Station — 2-19-11-35

April 2 1940

Consignee PACIFIC EGG PRODUCERS
c/o FEDERAL COLD STORAGE CO

Freight Bill No. 47

Destination UP FX FT 4/1 Route SP OGDEN UP

To **Union Pacific Railroad Company,** Dr., For Charges on Articles Transported.
(POINT OF ORIGIN TO DESTINATION)

STATION FROM	WAYBILL DATE AND NO.	FULL NAME OF SHIPPER	CAR INITIAL AND NO.
SP SACRAMENTO CALIF	3/26/40 3746	POULTRY PRODUCERS	PFE 44483
POINT AND DATE OF SHIPMENT	CORRECTING LINE REFERENCE	PREVIOUS WAYBILL REFERENCE OF CENTRAL CALIF	ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
600 CS EGGS 30 DOZ EA SLC DRY CAR LOADED DO NOT ICE KEEP ALL VENTS CLOSED AND PLUGS IN TO FINAL DEST SWLC PLACED 3/26/40 7AM RELSED 3/26/40 430PM SWLC	31800	210	66780		66780

TOTAL PREPAID $

REFERENCE TO CORRECTIONS, ETC.

Total
Prepaid
To Collect

Note Charges Payable to the Company

SUBJECT TO DEMURRAGE OR STORAGE CHARGES, OR BOTH, AS PROVIDED IN TARIFFS

FREIGHT BILL—CASHIER'S RECORD

NOTE: WHEN THIS BILL IS USED FOR DELIVERY OF FREIGHT, IT MUST BE SIGNED

Form 7B9

COLL FEDERAL COLG STGE CO 2031 KANSAS CITY MO Station — APRIL 4 1940 B

Consignee PACIFIC EGG PRODUCERS
C/O FEDERAL COLD STGE CO

Freight Bill No. 336

Destination UP FX FT 4/4 Route WP SALT LAKE UP
(POINT OF ORIGIN TO DESTINATION)

To **Union Pacific Railroad Company,** the following described Articles in good order:

STATION FROM	WAYBILL DATE AND NO.	FULL NAME OF SHIPPER	CAR INITIAL AND NO.
WP HAYWARD CALIF	3/28/40 216	POULTRY PRODUCERS	PFE 50523
POINT AND DATE OF SHIPMENT	CORRECTING LINE REFERENCE	PREVIOUS WAYBILL REFERENCE OF CENTRAL CALIF	ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
600 CS EGGS 30 DOZ EA SLS DRY CAR PURE DO NOT ICE KEEP ALL PLUGS AND VENTS CLOSED TO DESTN SUBJECT TO TRANSIT AND R/C PRIVILEGES ACCORDING WITH CARRIERS TARIFFS PLACED 3/28/40 7AM Rlsd 3/28/40 4PM	31800	210	66780		66780

TOTAL PREPAID $

LOCATION: Number | Post or Depot

Delivered By

_____ 19__

_____ Consignee

Per _____

Total
Prepaid
To Collect

Note Charges Payable to the Company

SUBJECT TO DEMURRAGE OR STORAGE CHARGES, OR BOTH, AS PROVIDED IN TARIFFS

3276

FREIGHT BILL — KANSAS CITY MO — STATION — APRIL 15 1940

Consignee PACIFIC EGG PRODUCERS — Freight Bill No. 25693

Destination C/O FEDERAL COLD STG COMPANY

Route KC FOOD TERMINAL KC MO UP DELIVERY

Q

To CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, Dr.

Waybill Date and No.	Full Name of Shipper	Car Initials and No.
EVERETT WASH 1262 4 9 1940	WASH COOP EGG & PLTRY ASSOCIATION	
Connecting Line Reference	**Previous Way-Bill Reference**	**Original Car Initials and No.**
ON LAUREL CB&Q		NADX 6111

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
KEEP ALL VENTS CLOSED AND PLUGS IN PLACE TO FINAL DESTINATION REGARDLESS OF WEATHER 600 CS EGGS	31800	210	Thru		
SUBJECT TO TRANSIT PRIVILEGE TEST EGGS HAVE BEEN REHANDLED RECANDLED AND REPACKED IN NEW CASES FLATS AND FILLERS WITH PROPER CUSHIONS ALL ACCORDING TO CLASSIFICATION			667.80		667.80
ALSO 869208 09 BATCH SEALS 869210 11 12 193 440 BRACING CHARGED COLLECT DIRECT FROM SHIPPER.					

Collect Freight

Received Payment 19__ — GRAND TOTAL

Agent

Subject to all provisions printed on freight bill, subject to connecting line settlement.

Form 1015-41 Regular

MEMORANDUM RECORD

Kansas City, Mo., April 16 1940

Consignee PACIFIC EGG PRODUCTS COMPANY
C/O FEDERAL COLD STGE COMPANY
Destination COLI FEDERAL COLD STGE COMPANY

FREIGHT BILL NO.

1

Route ATSF C L BELEN ATSFE KCMO UP FEDERAL COLD STGE

(Point of Origin to Destination)

The Atchison, Topeka & Santa Fe Railway Company

Waybill Date and No.	Full Name of Shipper	Car Initials and No.
EMPIRE CALIF APRIL 9 1940	355 POULTRY PROD OC CENTRAL CALIF	
Connecting Line Reference	**Previous Way-Bill Reference**	**Original Car Initials and No.**
		RD 32240

NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
KTI MODESTO CALIF WB 21 4 9 1940					
600 CS EGGS 30 DOZ EACH	31800	26/3 183/7	58417	8963 ICT 2013 ICING	
UBL SLG STD RR CONTAINERS PERMIT TRANSIT AND RC PRIV 11500 LBS ICE 3.50 PER TON IN INITAL ICING AT MODESTO DO NOT REICE				10376	687.93

Total Prepaid, $ 2

(This is a copy of the Freight Bill and is not a receipt for transportation charges paid.)

Please deliver above named goods to

Consignee Agent

TOTAL

Total to Collect

Form 788

3277

201M-11-15

KANSAS CITY, MO. MAR 22 1940 193

Freight Bill No. 1116

Consignee R L DOUGLAS

Destination A'TISE HEART OF AMERICA FOOD GRS ASSN

Route UP FX FT HEART OF AMER FOOD GRS ASSN 3/21 GH KPIS CTSPKO

(Point of Origin to Destination) OMAHA UP

Union Pacific Railroad Company,

the following described Articles in good order.

Received From	Waybill Date and No.	Full Name of Shipper	Car Initials and No.
GH KINTO MD	3 16 40 51	R L DOUGLAS	PGEX 43711
Point and Date of Shipment	Connecting Line Reference	Previous Waybill References	Original Car Initials and No.

Number of Packages, Articles and Marks	Weight	Rate	Freight	Advances	Total
360 SX SPUDS SWLC	36000	46	16560		16560
SWLC ALLOW INSP					
DEL ONLY ON SURRENDER OF W/O R L DOUGLAS CO					
TOTAL PREPAID $					

Location				
Warehouse	Pier or Section			
Delivered By				

_____ 193___

_____ Consignee

Per _____

Total	
Prepaid	
To Collect	

Make Checks Payable to the Company

SUBJECT TO DEMURRAGE OR STORAGE CHARGES, OR BOTH, AS PROVIDED IN TARIFFS

RECEIPT FOR DELIVERY OF FREIGHT

Form 15-C

CASHIER'S STUB

KANSAS CITY, MO., STATION 4-24-1940 19___ Pro. No. 1053

St. Louis Avenue and Lilbury Streets.

M The City Ice & Fuel Company

To J. W. BALDWIN and GUY A. THOMPSON, Trustees, MISSOURI PACIFIC RAILROAD CO., Debtor. Dr. 10

For Switching Car shown below from City Ice & Fuel Co. to State Line Team Track

Waybill Reference Date	Waybill Reference Number	Car Initials	Car Number	Shipper or Consignee	Point of Origin or Destination
4-24	1066	ART	2969		

Waybill Reference Line	Connecting Line	Contents	Weight	Rate	Amount	Total
		Ice MOP Swg	50042	2 3/4	13.76	13.76

Paid _____ 19___

PLAINTIFF'S EXHIBIT NO. 286

3278

UNITED STATES OF AMERICA, ET AL., VS. UNION PACIFIC RAILROAD COMPANY, ET AL.

EXHIBIT _____

WITNESS _____

Sheet 1 of 2

ESTIMATED ANNUAL RECEIPTS AND OPERATING EXPENSES AND RETURN ON VALUE OF KANSAS CITY AUTO TERMINAL PROPERTY

	Total Lower Property	Union Pacific Land Yard	Gold Storage Plant	Farmers' Market	Produce Facilities Produce Sales-men A-B-C-D	Merchants' Facilities	Total	Other Lower Property
1. Original Cost (Excluding land)		(a) $ 147,215	$ 518,648	$ 307,215	(c) $2,139,680	(c) $154,502	$3,000,149	
2. Cost of reproduction new		183,498	518,215	370,215	(c) 2,217,326	(c) 153,007	3,309,619	
3. Value of land		422,125	60,000	104,648	261,648	17,584	810,000	
4. Rental base (2 plus 3)		(b) 261,981	385,779	454,830	2,379,292	170,891	3,870,149	
ESTIMATED ANNUAL REVENUE								
5. Grain elevator	$ 52,096	$	$	$	$	$	$	$ 52,096
6. Grain elevator tracks	7,961							7,961
7. Right of way for industrial lead tracks	3,000							3,000
8. Inland Waterways Corporation	9,000							9,000
9. Board of Public Utilities	3,225							3,225
10. Land for team track yards	10,760	10,760						
11. Kansas City Sew and Basket Co.	50							50
12. U. P. electric sign	60							60
13. Kaw Steel Construction Co.	110							110
14. Produce Units - 78 at $150 per month less 10% vacancy and occupancy loss	126,360				126360	126360		
15. Office Units - 87 at $1.10 per sq. ft.	16,200				14200	16200		
16. Cold Storage Plant	38,497		38,497			38497		
17. Farmers stalls - 432 at $11 per year less 5% vacancy and occupancy loss	5,939			5,939		5939		
18. [illegible] Arcade at 40¢ per day - 180 days	14,832			14,832		14832		
19. Merchants building	10,000				10,000	10000		
20. Phillips Petroleum Corp. & Rental of 4¢ per gallon, minimum $60 per month	2,978							2,978
21. Concessions in Produce Bldg -								
Soda fountain and [illegible]	$125 per month							
Cigar counter and Newsstand	75 " "							
Barber shop	50 " "							
Pay telephones	100 " "							
Total	$350 " "	4,200			4200	4200		
22. Restaurant - farmers market at $80 per month	960			960		960		
23. Truck scales - Farmers market at $75 per month	900			900		900		
24. Parking lot - 250 cars at 10¢ per day	6,000							6,000

(a) Exclusive of grading in amounts of $44,122 and $15,048
(b) Item 3 minus $60,178 cost of filling.

(c) Includes $260,377 estimated cost to complete Bldg. C.
(d) Includes $254,788 estimated cost to complete.

3279

EXHIBIT

WITNESS

UNITED STATES OF AMERICA ET AL., Vs. UNION PACIFIC RAILROAD COMPANY, ET AL.

ESTIMATED ANNUAL REVENUE AND OPERATING EXPENSES AND RETURN ON VALUE OF KANSAS CITY FOOD TERMINAL PROPERTY

	Total Leased Property	Union Pacific Team Yard	Cold Storage Plant	Farmers' Market	Produce Facilities Building A-B-C-D	Merchants' Building	Total	Other Leased Property
25. Land in improved area for warehouses, etc.	$ 10,000							$ 10,000
26. Wharfage rental	9,000							9,000
27. Total estimated rental revenue	$ 535,285	$ 10,780	$ 38,497	$ 84,954	$ 187,260	$ 10,000	$ 330,531	$104,014
ESTIMATED OPERATING EXPENSES								
29. Manager - City's proportion 25%	$ 1,056	$	$	$ 1,056	$		$ 1,056	$
30. Market master and assistant	2,550			2,550			2,550	
31. Auditor and force	7,000			1,000	3,000		4,000	500
32. Street cleaning - Labor	2,400		200	2,225	2,075	125	4,625	175
33. Street cleaning - Truck and Sweeper rental	2,400							
34. Janitors and supplies	2,600				2,600		2,600	
35. Executive engineer	3,000		250	250	2,000	250	2,750	250
36. Gas	2,400				2,400		2,400	
37. Lights - Farmers market	1,800			1,800			1,800	
38. Flood lights - Bldgs. A-B-C-D	2,000				2,000		2,000	
39. Water and lights - 2nd floor Bldg. D	1,200				1,200		1,200	
40. Insurance	3,200		200	400	2,000	150	2,750	1,250
41. Air conditioning	3,250				3,250		3,250	
42. Maintenance and supplies	3,000		250	250	2,000	250	2,750	250
43. Repainting bldgs. each 10 years	2,000		50	150	1,750	250	2,200	75
44. Reroofing bldgs. each 15 years	1,450		250	250	750	50	1,300	250
45. Office supplies	300			150	150		300	50
46. Light bills	100			50	50		100	
47. Telephones	150				150		150	
48. Traveling expenses	1,000		100	100	1,000	100	1,200	100
49. Depreciation (Market facilities only)	40,000		10,000	2,500	25,000	2,500	40,000	-
50. Total estimated operating expenses	$ 114,287	- 0 -	$ 20,950	$ 13,107	$ 57,275	$ 3,925	$ 115,257	$ 3,000
51. Net revenue	$ 420,998	$ 10,780	$ 17,547	$ 71,847	$ 129,985	$ 6,075	$ 215,274	$101,014
52. Rate of return	-	2.5%	3.0%	4.5%	3.0%	2.5%	2.5%	-

PLAINTIFF'S EXHIBIT NO. 287

UNITED STATES OF AMERICA, et al vs. UNION PACIFIC R.R. CO., et al.

3880

Estimated annual revenues and operating expenses and return on value of Kansas City Produce Market Property

	Produce Building "A"	Produce Building "B"	Produce Building "C"	Building "D" Lower Floor Produce	Building "D" Upper Floor Offices	Stockyards' Building
1. Original cost	$ 496,902	$ 488,274	(a)$486,716	$515,691	$144,297	(b)$184,908
2. Cost of reproduction	469,085	462,095	(a) 470,687	480,784	134,817	(b) 188,097
3. Value of land	67,137	68,717	63,823	62,115	—	17,894
4. Rental Base (2 and 3)	536,222	530,812	534,180	542,699	134,817	170,991
Estimated Rental Revenue						
5. 20 units @ $150 per mo. (less 10%)	32,400	32,400	32,400			
6. 18 units @ $150 per mo. (less 10%)				29,160		
7. Office units, 22243 sq. ft. @ $1.10					16,200	
8. Soda Fountain and grill @ $125 per mo.					1,800	
9. Cigar counter and news stand @ $75.00 per mo.					900	
10. Barber shop @ 50.00 per mo.					600	
11. Pay telephones $150 per mo.					1,800	
Totals	32,400	32,400	32,400	29,160	21,000	10,000
Estimated Operating Expenses						
12. Auditor and force	717	717	718	639	468	
13. Street cleaning - Labor	886	886	480	675	—	106
14. Street cleaning - truck and sweeper rental						
15. Janitors and supplies	—	—	—	—	2,800	
16. Executive Engineer	400	400	400	400	400	200
17. Gas	—	—	—	—	1,400	
18. Flood lights	725	725	725	725	—	
19. Water and lights, second floor building "D"	—	—	—	—	1,200	
20. Insurance	800	800	800	800	800	110
21. Air conditioning	—	—	—	—	5,600	
22. Maintenance and supplies	600	600	600	600	600	225
23. Repainting buildings each 10 years	300	300	300	300	600	150
24. Re-roofing buildings each 15 years	200	200	200	200	—	60

3281

	Produce Building "A"	Produce Building "B"	Produce Building "C"	Building "D" Lower Floor Produce	Building "D" Upper Floor Offices	Merchants' Building
45. Office supplies	$ 51	$ 31.	$31	$26	$19	
46. Light bulbs	16	16	16	17	—	
47. Telephones	—	—	—	—	120	
48. Traveling expenses	200	200	200	200	200	$ 125
49. Depreciation	8,815	8,048	7,487	7,668	3,287	2,365
50. Total estimated operating expenses	12,837	12,068	11,357	11,882	17,715	3,535
51. Net revenue	19,563	20,318	21,043	17,778	3,285	6,465
52. Rate of return	3.66%	3.83%	3.94%	3.27%	2.44%	3.80%

(a) Includes $100,177 estimated cost to complete.

(b) Includes $134,768 estimated cost to complete.

3282
EXHIBIT_____
WITNESS_____

PLAINTIFF'S EXHIBIT NO. 288

UNITED STATES OF AMERICA, ET AL., VS. UNION PACIFIC RAILROAD COMPANY, ET AL.

COMPUTATIONS SHOWING ANNUAL RENTALS REQUIRED TO PRODUCE VARIOUS RATES OF RETURN ON VALUE OF PRODUCE BUILDINGS AND COLD STORAGE PLANT

	PRODUCE BUILDING A	PRODUCE BUILDING B	PRODUCE BUILDING C	BUILDING D 1st Floor Produce	BUILDING D 2nd Floor Offices	Cold Storage Plant	Merchants' Building
1. ORIGINAL COST	$ 496,902	$ 488,374	(a)$489,716	$ 513,661	$ 144,297	$ 818,648	(b)$154,202
2. COST OF REPRODUCTION	489,036	482,396	(a) 470,857	490,784	156,817	818,912	(b) 155,007
3. VALUE OF LAND	97,187	98,717	93,825	98,115	-	46,856	17,594
4. RENTAL BASE (2 and 3)	536,222	580,112	564,180	588,899	156,817	865,768	170,601
5. RENTAL UNITS	20	20	20	18	14787 sq.ft.		
4% NET RETURN							
6. 4% OF RENTAL BASE	21,449	21,252	21,367	21,716	5,366	34,631	6,824
7. ESTIMATED ANNUAL EXPENSES	12,837	12,028	11,357	11,408	17,718	20,944	3,586
8. TOTAL ANNUAL RENTAL REQUIRED	34,286	33,316	32,724	33,118	(c) 23,108	55,575	10,408
9. MONTHLY RENTAL PER UNIT - 90% OCCUPANCY	198	154	152	153	(d) 1.56	-	
10. MONTHLY RENTAL PER UNIT - 80% OCCUPANCY	177	174	170	173	(d) 1.46		
5% NET RETURN							
11. 5% OF RENTAL BASE	26,811	26,541	26,709	27,145	6,741	43,288	8,530
12. ESTIMATED ANNUAL EXPENSES	12,837	12,028	11,357	11,408	17,718	20,944	3,586
13. TOTAL ANNUAL RENTAL REQUIRED	39,648	38,565	38,066	38,547	(c) 24,454	64,232	12,008
14. MONTHLY RENTAL PER UNIT - 90% OCCUPANCY	183	178	176	178	(d) 1.65	-	
15. MONTHLY RENTAL PER UNIT - 80% OCCUPANCY	207	201	198	201	(d) 1.55	-	
6% NET RETURN							
16. 6% OF RENTAL BASE	32,173	31,868	32,021	32,574	8,049	51,947	10,236
17. ESTIMATED ANNUAL EXPENSES	12,837	12,028	11,357	11,408	17,718	20,944	3,586
18. TOTAL ANNUAL RENTAL REQUIRED	45,010	43,896	43,378	43,978	(c) 25,754	72,891	13,771
19. MONTHLY RENTAL PER UNIT - 90% OCCUPANCY	209	203	201	204	(d) 1.74	-	
20. MONTHLY RENTAL PER UNIT - 80% OCCUPANCY	235	228	226	229	(d) 1.74	-	

(a) Includes $200,177 estimated cost to complete.
(b) Includes $150,760 estimated cost to complete.
(c) $4,000 representing rental for terminating detached 1s occupying sq. ft. rental on office space.
(d) Represents annual rate per sq. ft.

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[fol. 3283] PLAINTIFF'S EXHIBIT No. 289

Bernice Jackson

May 7 1940

Average Bond Yields—By Quality Groups

Based on the Active Bonds Listed in this Publication

(Page 2 Standard Bond Guide)

Mon. Public Utility

1940	Aa†	Aa	A	Baa‡	Ba	B
Mar.	2.59	2.64	3.48	4.46	5.23	6.36
Feb.	2.59	2.71	3.50	4.39	5.29	6.49
Jan.	2.68	2.89	3.52	4.41	5.25	6.29
1939						
Dec.	2.74	2.96	3.59	4.45	5.30	6.18
Nov.	2.97	3.27	3.79	4.49	5.58	6.29
Oct.	3.17	3.31	4.02	4.70	5.78	6.61
Sept.	2.58	2.68	3.58	4.45	5.50	6.39
Aug.	2.52	2.65	3.57	4.42	5.47	6.12
July	2.54	2.79	3.61	4.49	5.53	6.27
June	2.55	2.84	3.67	4.57	6.03	6.47
May	2.58	2.87	3.66	4.69	6.15	6.74
April	2.60	2.91	3.73	4.67	5.90	6.43
Mar.	2.64	2.94	3.77	4.81	6.15	6.58
Feb.	2.66	3.03	3.77	4.91	6.21	7.04
Jan.	2.72	3.10	3.83	4.98	6.70	7.12

[fol. 3284]

1938						
Dec.	2.77	3.19	3.80	4.91	6.52	6.74
Nov.	2.80	3.25	3.80	4.97	6.57	(not legible) 6./4
Oct.	2.89	3.37	3.97	5.16	6.94	7.57
Sept.	2.79	3.25	3.96	5.04	6.71	7.09
Aug.	2.87	3.39	4.03	5.08	6.59	7.08
July	2.89	3.42	4.10	5.28	7.05	7.57
1940 avg.	2.62	2.75	3.50	4.42	5.26	6.38
1939 avg.	2.69	2.95	3.73	4.63	5.88	6.52
1938 avg.	2.86	3.27	4.19	5.27	6.98	7.93
1937 avg.	3.12	3.51	4.20	4.87	5.78	7.13
1936 avg.	3.28	3.61	4.15	4.56	5.42	6.12
1935 avg.	3.43	3.96	4.56	5.07	6.45	7.25
1934 avg.	4.00	4.58	5.32	6.29	6.14	9.17
1933 avg.	4.47	5.07	5.98	7.51	8.66	‡
1932 avg.	4.81	5.32	6.24	7.55	8.57	9.26
1931 avg.	4.36	4.65	5.24	6.06	7.57	9.00
1930 avg.	4.61	4.85	5.13	5.96	6.76	7.62
1929 avg.	4.73	4.94	5.25	5.85	6.49	7.18

Industrial

Mon. 1940						
Mar.	2.43	2.52	3.44	4.19	5.25	‡
Feb.	2.40	2.60	3.66	4.26	5.24	‡
Jan.	2.45	2.66	3.70	4.29	5.18	‡
[fol. 3285] 1939						
Dec.	2.56	2.68	3.73	4.31	5.18	‡
Nov.	2.72	3.01	3.82	4.38	5.16	‡
Oct.	3.07	3.15	4.01	4.59	5.22	‡
Sept.	2.62	2.90	3.70	4.29	5.46	‡
Aug.	2.71	2.78	3.79	4.20	5.35	‡
July	2.68	2.90	3.79	4.22	5.45	‡
June	2.74	3.00	3.84	4.56	5.62	‡

	A1†	A1	A	B1‡	B1	B
May	2.75	3.02	3.88	4.00	5.52	
April	2.82	3.14	3.84	4.49	5.31	
Mar.	2.75	3.07	3.86	4.67	5.63	
Feb.	2.79	3.11	3.85	4.00	5.50	
Jan.	2.85	3.16	3.91	4.72	5.57	
1938						
Dec.	3.05	3.37	3.91	4.73	5.39	
Nov.	3.13	3.39	4.00	4.85	5.35	
Oct.	3.17	3.46	4.09	5.28	5.02	
Sept.	3.07	3.31	4.05	5.07	5.55	
Aug.	3.06	3.38	4.08	5.31	5.40	
July	3.17	3.44	4.21	5.59	5.55	
1940 avg.	2.44	2.88	3.67	4.26	5.16	
1939 avg.	2.76	3.00	3.88	4.47	5.41	
1938 avg.	3.10	3.39	4.15	5.30	6.00	
1937 avg.	3.38	3.91	4.83	4.76	5.47	
[Vol. 2326]						
1926 avg.	3.32	3.84	4.27	4.77	5.32	6.06
1925 avg.	3.04	4.34	4.65	5.34	6.39	8.11
1924 avg.	4.14	4.67	5.08	6.10	7.38	9.28
1923 avg.	4.32	5.26	6.11	7.45	8.16	
1922 avg.	5.40	6.24	7.15	8.26	8.70	9.66
1921 avg.	4.64	5.27	6.40	7.45	8.42	9.39
1920 avg.	4.72	5.29	5.92	6.74	7.68	8.26
1929 avg.	4.95	5.48	5.88	6.24	6.81	7.35
			Railroad			
Mon.						
1940						
Mar.	3.22	3.36	4.24	5.40	6.81	
Feb.	3.28	3.39	4.25	5.41	6.91	
Jan.	3.35	3.47	4.29	5.41	7.02	
1939						
Dec.	3.39	3.49	4.24	5.27	6.80	
Nov.	3.49	3.60	4.33	5.35	6.70	
Oct.	3.61	3.92	4.88	6.17	7.87	
Sept.	3.39	3.53	4.77	6.20	8.07	
Aug.	3.36	3.41	4.33	6.08	7.70	
July	3.24	3.46	4.02	6.08	7.60	
June	3.35	3.55	4.75	6.17	8.40	
May	3.40	3.59	4.68	6.28	7.83	
April	3.40	3.60	4.68	5.85	7.20	
[Vol. 2257]						
Mar.	3.30	3.74	4.54	6.08	7.48	
Feb.	3.42	3.74	4.59	6.08	7.54	
Jan.	3.46	3.85	4.56	6.04	7.57	
1938						
Dec.	3.50	3.85	4.61	5.98	7.38	
Nov.	3.49	3.89	4.64	6.28	7.49	
Oct.	3.61	4.09	4.98	6.90	8.09	
Sept.	3.45	3.89	4.59	6.08	7.35	
Aug.	3.50	3.91	4.64	5.76	7.13	
July	3.60	4.10	5.19	6.88	8.08	
1940 avg.	3.28	3.41	4.28	5.41	6.91	
1939 avg.	3.42	3.68	4.69	5.96	7.57	
1938 avg.	3.57	4.07	4.98	6.78	8.58	
1937 avg.	3.44	3.74	4.36	5.31	6.80	7.31
1926 avg.	3.36	3.72	4.28	5.01	5.88	6.60
1925 avg.	3.04	3.94	5.08	6.77	8.30	9.14

	A1†	A1	A	B1‡	B1	B
1924 avg.	4.07	4.44	5.38	6.64	7.84	9.18
1925 avg.	4.63	5.42	6.28	7.13	8.23	‡
1926 avg.	5.45	6.09	7.16	7.97	8.69	‡
1931 avg.	4.49	4.85	5.71	6.73	7.60	9.46
1939 avg.	4.58	4.75	5.15	5.80	7.12	8.09
1939 avg.	4.74	4.91	5.20	5.74	6.45	7.60

[Id. 2286]

Average Yield

Mos.

1940

Mar.	2.75	2.95	3.75	4.65	5.76	‡
Feb.	2.76	2.97	3.80	4.69	5.81	‡
Jan.	2.84	3.07	3.88	4.70	5.82	‡

1939

Dec.	2.89	3.10	3.95	4.68	5.79	‡
Nov.	3.05	3.29	4.06	4.81	5.81	‡
Oct.	3.20	3.46	4.20	5.15	6.12	‡
Sept.	3.37	3.64	4.02	5.01	6.24	‡
Aug.	3.38	3.94	3.98	4.88	6.19	‡
July	2.95	3.05	4.01	4.93	6.42	‡
June	2.88	3.13	4.09	5.10	6.68	‡
May	2.91	3.16	4.07	5.19	6.50	‡
April	2.94	3.24	4.08	5.00	6.14	‡
Mar.	2.98	3.25	4.05	5.14	6.38	‡
Feb.	3.06	3.20	4.07	5.21	6.43	‡
Jan.	3.01	3.25	4.10	5.23	6.61	‡

1938

Dec.	3.11	3.47	4.11	5.20	6.44	‡
Nov.	3.14	3.51	4.15	5.37	6.45	‡
Oct.	3.22	3.64	4.35	5.84	6.95	‡
Sept.	3.13	3.48	4.20	5.25	6.54	‡

[Id. 2286]

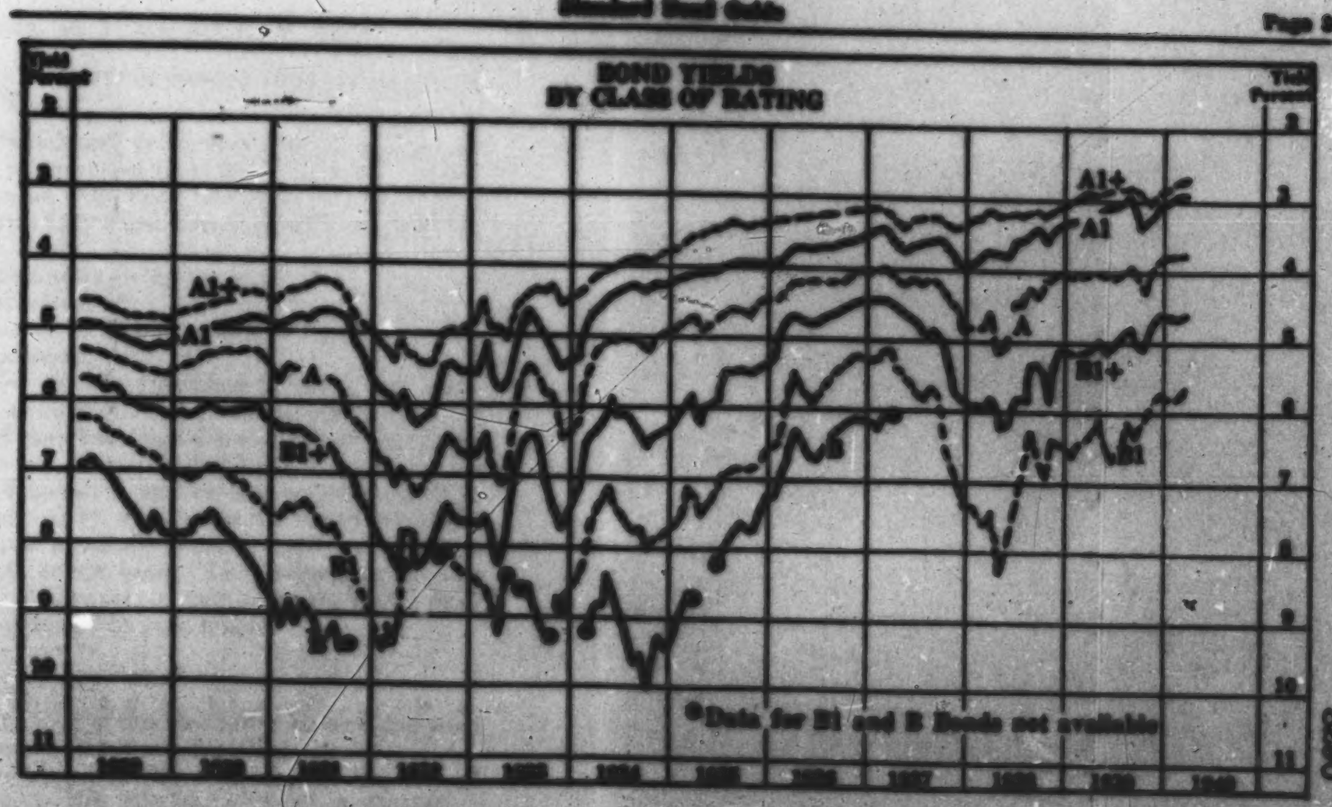
Aug.	3.17	3.54	4.25	5.39	6.37	‡
July	3.24	3.65	4.50	5.57	7.18	‡
1930 avg.	2.78	3.00	3.79	4.68	5.80	‡
1929 avg.	2.96	3.19	4.05	5.08	6.28	‡
1928 avg.	3.19	3.68	4.54	5.77	7.17	‡
1927 avg.	3.30	3.72	4.26	4.98	5.92	‡
1926 avg.	3.30	3.72	4.22	4.78	5.70	6.53
1925 avg.	3.57	4.07	4.74	5.72	7.09	8.10
1924 avg.	4.07	4.73	5.23	6.37	7.74	9.24
1923 avg.	4.64	5.28	6.29	7.37	8.75	‡
1922 avg.	5.23	5.88	6.80	7.98	9.63	‡
1921 avg.	4.80	4.93	5.78	6.74	7.86	7.08
1920 avg.	4.68	4.96	5.43	6.17	7.17	7.99
1919 avg.	4.78	5.10	5.47	5.99	6.56	7.28

(Here follows 1 photolithograph, side folio 3290)

PLAINTIFF'S EXHIBIT NO. 289

Standard Bond Guide

Page 8



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[fol. 3291] PLAINTIFF'S EXHIBIT No. 290

Bernice Jackson

May 7, 1940

Resolution No. 11380 (pen & ink figure)

Be it Resolved by the Board of Commissioners of the City of Kansas City, Kansas:

It is hereby found and determined that the price for refrigeration to be furnished from the refrigeration equipment of the Kansas City Food Terminal, to the various units in the Kansas City Food Terminal, will be at the following prices, to-wit:

For refrigeration units at 15¢ per square foot per month, on twelve months contracts.

For banana rooms, at 9¢ per square foot per month, on twelve months contracts.

No refrigeration shall be furnished to any unit for any purpose in the Kansas City Food Terminal unless and until the lessee thereof shall have signed a contract to pay therefor, at the above named rate, setting forth in said contract the particular refrigeration unit or banana unit located in the premises occupied by such lessee for which refrigeration is desired, and agreeing to pay for the same at the above rate on a per annum basis. All refrigeration shall be paid for monthly in advance, in addition to the rental fixed for the premises occupied by such tenant.

Page 2

[fol. 3292] That a copy of this Resolution be served on each tenant in the Kansas City Food Terminal.

Adopted by the Board of Commissioners of the City of Kansas City, Kansas, this 26th day of April, A. D. 1940.

Howard Payne, City Clerk. (Seal.)

STATE OF KANSAS,
County of Wyandotte,
City of Kansas City, ss:

I, Raymond H. Beggs, Deputy City Clerk of the City of Kansas City, Kansas, do hereby certify that the above and foregoing is a true and correct copy of Resolution No.

11380 of the City of Kansas City, Kansas, as adopted by its Board of Commissioners on April 25, 1940.

In Witness Whereof, I have hereunto set my hand and affixed the official seal of said City this 6th day of May, 1940.

(Signed pen & ink) Raymond E. Beggs, Deputy City Clerk.

[fol. 3293] PLAINTIFF'S EXHIBIT No. 291

Bernice Jackson

May 7, 1940

Ordinance No. 31372

An Ordinance prescribing the form, terms and conditions of leases to be used in leasing farmers' stalls in the Farmers' Section of the Kansas City Food Terminal; fixing the rental rates for such farmers' stalls, and providing the method of procedure for leasing said farmers' stalls

Be it Ordained by the Board of Commissioners of the City of Kansas City, Kansas:

Section 1. It is hereby found and determined necessary that there should be established a form of lease to be used by the City of Kansas City, Kansas, for the leasing of farmers' stalls in the Farmers' Section of the Kansas City Food Terminal on the Public Levee of Kansas City, Kansas.

It is further determined that said leases should be uniform in their terms, and there is hereby established as the uniform lease form, the following form of lease, to-wit:

Farmers' Market Lease

This Agreement, made and entered into this — day of ——, 194-, by and between the City of Kansas City, Kansas, a municipal corporation of the State of Kansas (hereinafter called "City"), and —— ——, of —— County, State of [fol. 3294] ——, whose postoffice address is ——. (Hereinafter called "Lessee"):

Section 1. That the City, for and in consideration of the covenants and payments of money hereinafter mentioned to be performed by the Lessee, and on the terms and cond-

tions hereinafter stated, hereby leases and lets unto the Lessee, from the — day of ——, 194-, to the — day of ——, 194-, Stall No. — in Section — in the Farmers' Market of the Kansas City Food Terminal, said stall being a space upon the Farmers' Market of the Kansas City Food Terminal, not less than nine (9) feet wide.

Section 2. Lessee specifically agrees to pay to the City as rental for the use of each unit leased hereunder, the sum of Twenty-one ($21) Dollars per annum, payable upon the signing of this lease, or twenty-two and 50/100 ($22.50) Dollars per annum, payable as follows: Three and 75/100 ($3.75) Dollars to be paid to the City upon the signing of this lease, and Three and 75/100 ($3.75) Dollars to be paid to the City upon the 1st day of each succeeding month until said sum of Twenty-two and 50/100 ($22.50) Dollars be paid, and the Lessee further agrees to pay the sum of 25 cents per day for each and every day the Lessee occupies said stall, payable daily.

Section 3. In the event the Lessee of the stall herein [fol. 3295] designated does not occupy such stall within two hours after the opening of the Market, and has not communicated with the Farmers' Market Superintendent his intention to be present at a later time during the market day, the City shall have the right to rent such stall for that market day to a grower and to collect a daily rental fee therefor, which shall be retained by the City.

Section 4. The leased premises will not be used for any other purpose than for the handling, sale and distribution by the Lessee of the products of agriculture and horticulture. No itinerant peddler shall be permitted to peddle or sell food products in the Farmers' Market in competition to the farmers, growers and producers.

Section 5. It is understood and agreed that all public ways, pavements, sewers, water mains and street lights will be provided by the City and that the City will, without direct cost or contribution of the Lessee, operate and maintain the street lights, clean the streets and public places in the Food Terminal area and furnish general police protection.

Section 6. The farmers, growers and producers, lessees of the Farmers' Market, may, from time to time, establish uniform rules and regulations for the general conduct of

their market, and when said rules and regulations have been approved by the Board of City Commissioners, this lease and all rights of the Lessee hereunder shall be in all [fol. 3296] respects subject thereto, and the Lessee and the employees of the Lessee, shall in the conduct of Lessee's business, observe such rules and regulations.

Section 7. The Lessee shall not lease or sub-lease the leased premises in whole or in part, or assign this lease, without the approval in writing of the City, and it is agreed that any such sub-leasing or assignment of this lease without such approval in writing, shall be absolutely void.

Section 8. This agreement shall be binding upon the City, its successors and assigns, and the Lessee, his heirs, administrators and executors.

In Witness Whereof, the parties hereto have caused this instrument to be executed in duplicate as of the date first herein written.

The City of Kansas City, Kansas, —— ——, Mayor.

—— ——, Lessee.

Attest: —— ——, City Clerk.

Witness:—— ——.

(Backing Sheet)

No. —.

Farmers' Market

Lease

[fol. 3297] Kansas City Food Terminal

City of Kansas City, Kansas

Lessor,

to

.....

.....

Lessee

Unit ..... Stall No. .....

Dated .....

Term .....

Expires .....

Approved by Board of Commissioners,

....., 19.....

Approved by Legal Department,

....., 19.....

By.....

Entered by Auditor,

....., 19.....

By.....

Entered by Market Director,

....., 19.....

By.....

[fol. 3298] Section 2. That any person desiring to lease any of said Farmers' stalls in the Farmers' Section of the Kansas City Food Terminal shall sign and present his application in the form of said Farmers' Lease hereinbefore prescribed, filling in the appropriate blanks, and designating the particular stall desired, and present the same to the Board of Commissioners of said City by filing said Farmers' Lease application in the office of the City Clerk of said City, together with information concerning such applicant which may be deemed necessary for the Board of Commissioners of said City to determine his reliability as a tenant.

When said application has been approved by the Board of Commissioners of Kansas City, Kansas by appropriate recorded action of said Board, the Mayor and City Clerk may be authorized to execute in the name of the City the lease in the form and terms as hereinbefore set out.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval and publication in the official city paper, The Kansas City Kansan.

Passed by the Board of Commissioners of the City of Kansas City, Kansas, this 25th day of April A. D. 1940.

(Signed) Howard Payne, City Clerk. (Signed) Don C. McCombs, Mayor.

Approved Apr. 25, 1940.

[fol. 3299] (First Published April 27, 1940. 1 t.)

State of Kansas,
County of Wyandotte,
City of Kansas City:

I, Raymond R. Beggs, Deputy City Clerk of the City of Kansas City, Kansas, do hereby certify that the above and

foregoing is a true and correct copy of Ordinance No. 31372 of the City of Kansas City, Kansas, as passed by the Board of Commissioners of the City of Kansas City, Kansas, on April 25, 1940, approved by the Mayor of said City on April 25, 1940, and published in the official City paper on April 27, 1940.

In Witness Whereof, I have set my hand and affixed the official seal of said City this 6th day of May, 1940.

(Signed) Raymond E. Beggs, Deputy City Clerk.
(Seal.)

[fol. 3300] U. P. Exhibit No. 292

Bernice Jackson

May 7, 1940

Copy

B-21267

State of Illinois,
County of Cook, ss:

I, George E. Camphausen, a Notary Public in and for said County and State, hereby certify that the attached are true and correct copies of the original lease between the Chicago, Rock Island and Pacific Railway Company and A. Reich and Sons, Incorporated, dated December 1st, 1933, and all subsequent supplements, extensions and assignments thereof, said lease covering buildings and property at Kansas City, Missouri.

(Signed) George E. Camphausen, Notary Public. My commission expires March 9th, 1943. (Seal.)

Form 6451A

Landlord's Waiver

Whereas, Moser & Suor, Inc. (Seller or Lessor), has entered into a contract with A. Reich & Sons (Purchaser or Lessee) covering a certain Refrigeration Machinery now installed or kept at 1414 Wyoming, Kansas City, Mo. (Full local Address of Purchaser or Lessee.)

[fol. 3301] The undersigned, landlord of the said premises in consideration of the said contract and the delivery of the

said chattel to the said purchaser or lessee, by these presents does waive and relinquish unto the said seller or lessor and assigns, all right of levy for rent and all claims and demands of every kind against the said chattel to be or now installed, under the said contract, this said waiver to continue until full compliance by said purchaser or lessee with the terms and conditions of said contract.

In Witness Whereof, I set my hand and seal this 1st day of December, A. D. 1933.

Signed, sealed and delivered in the presence of:
(Signed) R. E. Dugan. The Chicago, Rock Island and Pacific Railway Company. (Signed) J. A. Stewart (LS) (Landlord), Industrial Commissioner.

Approved as to ownership, assessment and taxation of property.
(Signed) J. B. Angell, Real Estate and Tax Commissioner.

[fol. 3302] (Page 1)

This Agreement, Made in duplicate and entered into this First day of December, A. D. 1933, by and between the Chicago, Rock Island and Pacific Railway Company, hereinafter designated as "Lessor," and A. Reich & Sons, Inc., of the City of Kansas City and State of Missouri, hereinafter designated as "Lessee."

Witnesseth:

That, the Lessor, in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by the Lessee, hereby leases unto the Lessee the following described piece or parcel of land at Kansas City, in the County of Jackson and State of Missouri, and all of that part of the freight house building located thereon. Said land is described as follows, to-wit:

Beginning at a point on the Chicago, Rock Island and Pacific Railway Company's right-of-way, said point being fourteen (14) feet west from the west line of Wyoming Street, Kansas City, Missouri, and one hundred fourteen and five-tenths (114.5) feet south from the south line of Fourteenth Street four hundred seventy-three (473) feet; thence west at right angles thirty-nine (39) (in pencil

above) 40 feet; thence north at right angles four hundred seventy-three (473) feet; thence east thirty-nine (39) (in pencil above) 40 feet to point of beginning, as shown on the attached blue print.

[fol. 3303] It is understood and agreed that this lease shall include all of that portion of the one story brick freight house building located on said land.

To Have And To Hold the same, unto the said Lessee from the First Day of December, A. D. 1933 until and including the 30th day of November, A. D. 1934, subject, however, to termination as hereinafter provided.

In consideration of the aforesaid lease, the Lessee covenants and agrees to and with the Lessor that it will pay to the Lessor, monthly in advance, the sum

Page 2

One Hundred ($100.00) Dollars, as rent for said demised premises.

It is understood and agreed that in the event the Lessor shall require the use of said freight house building in the transaction of its business as a common carrier, that the Lessor may terminate this lease by giving to the Lessee Six (6) months' notice in writing of its intention to terminate said lease, and upon expiration of said notice this lease shall cease and the Lessee shall thereupon vacate said property.

It is further agreed that the leased premises shall be occupied by the Lessee upon execution of this lease, and used exclusively as a location for handling fruits, vegetables and other kindred commodities commonly termed "produce", and the Lessee further agrees that all provisions of [fol. 3304] law or ordinance applicable to such use of said premises shall be fully observed, and that the Lessee will not do, nor permit to be done, upon or about said premises anything forbidden by law or ordinance or the rules and regulations of said Lessor now in force or which may hereafter be adopted.

It is further agreed that the Lessee shall install a meter and pay for all electric current used by the Lessee in the occupancy of said building.

It is further agreed that the Lessor shall furnish, without cost to the Lessee, all water required for the office and building, and the Lessor shall also furnish, without

to Lessee, all necessary heat required for heating the office which the Lessee will construct in said building, but the Lessor shall not be required to furnish heat for any part of the building other than the office.

It is further agreed that the Lessor shall make some changes at the north end of the building, with reference to installing some windows, electric lights and toilet facilities at the sole cost of the Lessor.

Page 3

It is further agreed that all improvements of every kind, including banana rooms or otherwise installed, by the Lessee in said building, shall be and remain the personal property of the Lessee and subject to removal and to be removed by the Lessee upon termination of this lease.

[fol. 3305] It is further agreed that the Lessor shall maintain said premises and make all usual and necessary repairs which, from time to time, shall be necessary to maintain the building in the same condition as of the date of this lease, provided, however, the Lessee shall keep said premises and building thereon in a neat and orderly condition and shall use due diligence to protect and maintain said property in the same condition as of the date of this agreement, and provided further, that if any damage, other than from ordinary wear and tear shall be caused by the Lessee, that repair thereof shall be made by the Lessee.

The Lessee further agrees that in case said building leased hereunder is destroyed, wholly or partially by storm or fire or otherwise, that the Lessor shall not be required to reconstruct said building, but upon such damage or destruction this lease shall cease.

In consideration of the privilege hereby given the Lessee to occupy and use the premises above described, and the benefits and privileges to be derived therefrom, the Lessee, in addition to payment of rental as above provided, hereby releases the Lessor, its successors or assigns, from all liability for damage or otherwise by reason of any injury to or destruction of any real or personal property of any kind, owned by the Lessee, or in which the Lessee is interested, which now is or may hereafter be placed on any [fol. 3306] part of the leased premises, in consequence of fire, whether caused by sparks from locomotives, resulting from fire from any other cause.

The Lessee further agrees that if, in any event, the release hereinbefore made shall not be valid, the Lessor shall have the full benefit of any insurance effected by the Lessee on the structures or property injured or destroyed. It is expressly understood and agreed, as one of the considerations to the Lessor for the making of this lease, and one of the considerations upon which it is made, that the insurer shall not have any claim, cause of action or demand against the Lessor, or any party or corporation at any time owning or operating the railroad and property of said Lessor, on account of any damage or injury to or destruction of any property, or on account of any payment made to the Lessee or any other party by reason of such damage, injury or destruction; and the Lessee agrees to indemnify and hold harmless the Lessor against any such claim, cause of action or demand.

The Lessee also agrees to indemnify and hold harmless the Lessor against any and all claims, demands or causes of action arising out of injury to or death of any of the parties hereto, and their agents, servants and employes, or injury to or death of any other person or persons, or [fol. 3307] loss or damage to *to* property of any of the parties hereto, and of their agents, servants and employes, or loss of or damage to the property of any other person, firm or corporation while on or about the said leased premises, when such death, loss damage or injury may result from any act or omission on the part of the Lessee, its agents, servants or employees; and if any claim or liability due to some other cause than fire shall result from the joint or concurring negligence of both parties hereto, it shall be borne by them equally.

It is further agreed by the Lessee that the Lessee shall not keep maintain or store in said building or upon said demised premises gasoline, kerosene or other inflammable commodities.

The Lessee proposes to install banana rooms and other improvements in said building at a cost of approximately Eight Thousand, Five Hundred ($8,500.00) Dollars, and in order to protect such investment the Lessor hereby agrees that the Lessee shall have an option to renew this lease upon the same terms and conditions as herein stipu-

lated for a term of four years upon expiration of this lease, provided, that such right of renewal can only be exercised if the Lessee makes the aforesaid investment by November 30, 1934, and it is further understood and agreed that upon expiration of said four year period the Lessee shall have the option and right to renew this lease for a further period [fol. 3308] of five years, upon the same terms and conditions as herein stipulated, provided, however, that the rent to be charged on such renewal of lease shall be determined at the time the renewal of lease is made. The aforesaid option privileges are agreed upon by and between the parties hereto in order that the Lessee may make the aforesaid improvements which are necessary in the conduct of his business, provided, however, that such extension of this lease as may be made under the options hereto shall provide that in the event said building is needed by the Lessor in the conduct of its business as a common carrier, that said lease may be terminated upon giving to the Lessee six (6) months' notice in writing of its intention, to terminate said lease, and upon expiration of such notice said lease shall cease, and the Lessee shall thereupon vacate said property.

This lease shall not be assigned, nor shall said premises, nor any part thereof, be sublet, nor shall the Lessee consent that the same shall be used or occupied by any other party than the Lessee. If any of the foregoing conditions are violated, all of the provisions of this lease shall be binding upon such

page 6

assignee, sublessee, user, or occupant, and this Lessee hereby guarantees the performance of all such provisions by any such assignee, sublessee, user or occupant. Nothing [fol. 3309] in the above sentence shall be deemed to be a waiver by the Lessor of the restrictions set forth in the first sentence of this paragraph.

It is understood and agreed that upon termination of this lease, in any way, the Lessee will surrender possession to the said Lessor or its authorized agents, peaceably and without delay, and in case of any failure so to do, the Lessee shall be guilty of forcible entry and detainer of said land and building under the statutes, and no notice to quit or demand of possession shall be necessary to sustain such action, but all such notices are hereby waived.

All of the covenants, terms, conditions, rights and obligations in this agreement contained shall apply to and bind the successors and assigns of the respective parties hereto, as fully as the parties hereto are bound.

In Witness Whereof, the parties hereto have duly executed this agreement the day and year first-above written.

The Chicago, Rock Island and Pacific Railway Company, By J. A. Stewart, Industrial Commissioner.

A. Reich & Sons, Inc., By W. A. Reich, President.

Attest:

D. D. Barton, Secretary. (Seal.)

(Here follows 1 photolithograph, side folio 3310)

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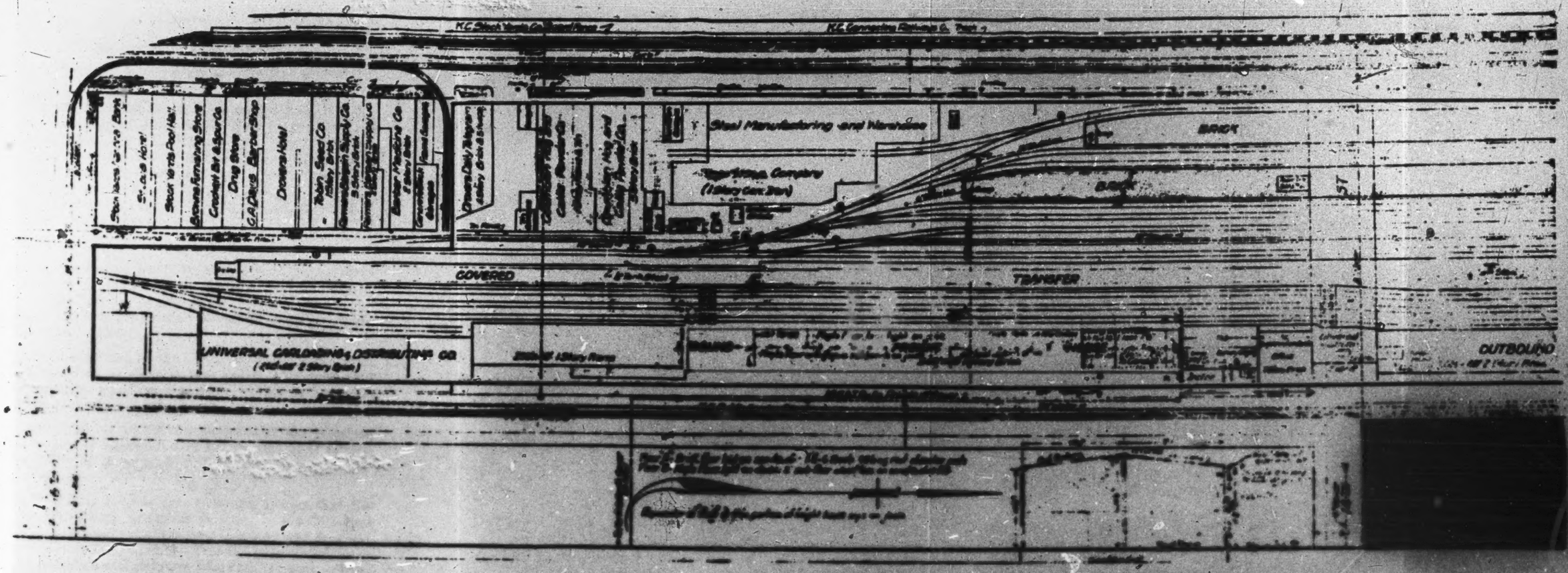
Steel Manufacturing and Warehouse
BRICK
BRICK
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UNIVERSAL CASLOADING & DISTRIBUTING CO
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[fol. 3311] UNION PACIFIC EXHIBIT No. 292

Bernice Jackson

May 7, 1940

Copy

Supplemental Agreement

Lease B-21267

This Agreement, Made in duplicate and entered into this Twenty-seventh day of July, A. D. 1934, by and between Frank O. Lowden, James E. Gorman, and Joseph B. Fleming, as Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company and not as individuals, hereinafter designated as "Lessor", and A. Reich & Sons, Inc., of the City of Kansas City, and State of Missouri, hereinafter designated as "Lessee".

Witnesseth:

Whereas, the Lessee leases a part of the freight house building of the Lessor and more particularly described in lease dated the first day of December, A. D. 1933, and,

Whereas the first paragraph on the sixth page of said lease reads as follows:

"It is further agreed by the Lessee that the Lessee shall not keep, maintain or store in said building or upon said demised premises gasoline, kerosene or other inflammable commodities," and,

Now therefore, for and in consideration of the premises and the respective agreements of the parties, it is agreed that the following paragraph shall be substituted for the above paragraph:

[fol. 3312] "It is further agreed by the Lessee that the Lessee shall not keep, maintain or store in said building or upon said demised premises gasoline, kerosene or other inflammable commodities, except that the Lessee shall have the right to install and maintain one, and one only, underground tank outside of the building and beneath the pavement, and with a pump attached for supplying gasoline to the Lessee's own trucks."

Said lease and agreement hereto as modified herein shall continue in full force and effect.

In Witness Whereof, the parties hereto have duly executed this agreement the day and year first above written.

Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company. By (Signed) J. A. Stewart, Industrial Commissioner for Trustees.

Form Approved: (Signed) B. E. Dwinell, General Attorney.

A. Reich & Sons, Inc. By (Signed) W. A. Reich, President.

Attest: (Signed) K. K. Barton, Secretary. (Seal.)

Approved: (Signed) G. W. Rourke, Superintendent.

[fol. 3313] UNION PACIFIC EXHIBIT No. 292

Bernice Jackson

May 7, 1940

Copy

Supplemental Agreement

Lease B-21267

This Supplemental Agreement, Made this Twenty-second day of November, A. D. 1934, by and between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, as Trustees and not individually, hereinafter designated as "Lessor", and A. Reich & Sons, Inc., of the City of Kansas City, and State of Missouri, hereinafter designated as "Lessee".

Witnesseth:

That Whereas, The Chicago, Rock Island and Pacific Railway Company, as Lessor, and the Lessee on the First day of December, A. D. 1933, entered into a written agreement whereby the Lessor leased to the Lessee, the premises therein described, containing eighteen thousand four hun-

dred forty-seven (18,447) square feet, together with the building located thereon; and

Whereas, on July 27, 1934, the parties hereto executed a supplement to said lease; and

Whereas, under date of December 1, 1934, the Lessee will enter into the use of additional space, namely ten thousand four hundred thirteen (10,413) square feet, belonging to the Lessor and adjoining the premises described in said lease, and it is now desired by the parties hereto that said [fol. 3314] parcel of land and building located thereon be added to the premises leased to the Lessee aforesaid, and be deemed and construed to be subject to the operation of each and all of the terms, conditions and covenants of said lease, the premises to be covered by said lease, after the addition thereto of said additional space,

Page 2

being indicated in yellow upon the blue print attached hereto and made a part hereof, and being more particularly described as follows:

Beginning at a point in The Chicago, Rock Island and Pacific Railway Company's right of way, said point being fourteen (14) feet west from the west line of Wyoming Street, Kansas City, Jackson County, Missouri, and fifty (50) feet south from the south line of Fourteenth Street; thence south parallel with west line of Wyoming Street seven hundred forty (740) feet; thence west at right angles forty (40) feet; thence north at right angles seven hundred forty (740) feet; thence east at right angles forty (40) feet to point of beginning, together with the building located thereon.

Now, Therefore, it is agreed by and between the parties hereto, as follows:

Section 1. Effective as of the First day of December, A. D. 1934, the above description of the leased premises shall be substituted for the description thereof contained in [fol. 3315] said lease, dated December 1, 1933, and the premises above described shall be deemed and construed to be the premises leased by the Lessor to the Lessee thereunder; the rental to be paid by the Lessee to the Lessor therefor to be increased from One Hundred Dollars

($100.00) per month to One Hundred Eighty-five Dollars ($185.00) per month, payable monthly in advance.

Section 2. As amended by this agreement and the supplement of July 27, 1934, the said lease of December 1, 1933 shall continue in effect until December 1, 1938 with the same option to renew as contained therein for an additional term of five (5) years at a rent then to be agreed upon; provided the lease is not terminated as provided in said lease, or by law.

Page 3

In Witness Whereof, the parties hereto have executed this supplemental agreement, the day and year first above written.

Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company. By (Signed) J. A. Stewart, Industrial Commissioner for Trustees.

Form approved: (Signed) B. E. Dwinell, General Attorney.

A. Reich & Sons, Inc. By (Signed) W. A. Reich, President.

[fol. 3316] Attest: (Signed) K. K. Barton, Secretary. (Seal.)

Approved as to ownership, assessment and taxation of property (Signed) J. B. Angell.

Approved: (Signed) G. W. Rourke.

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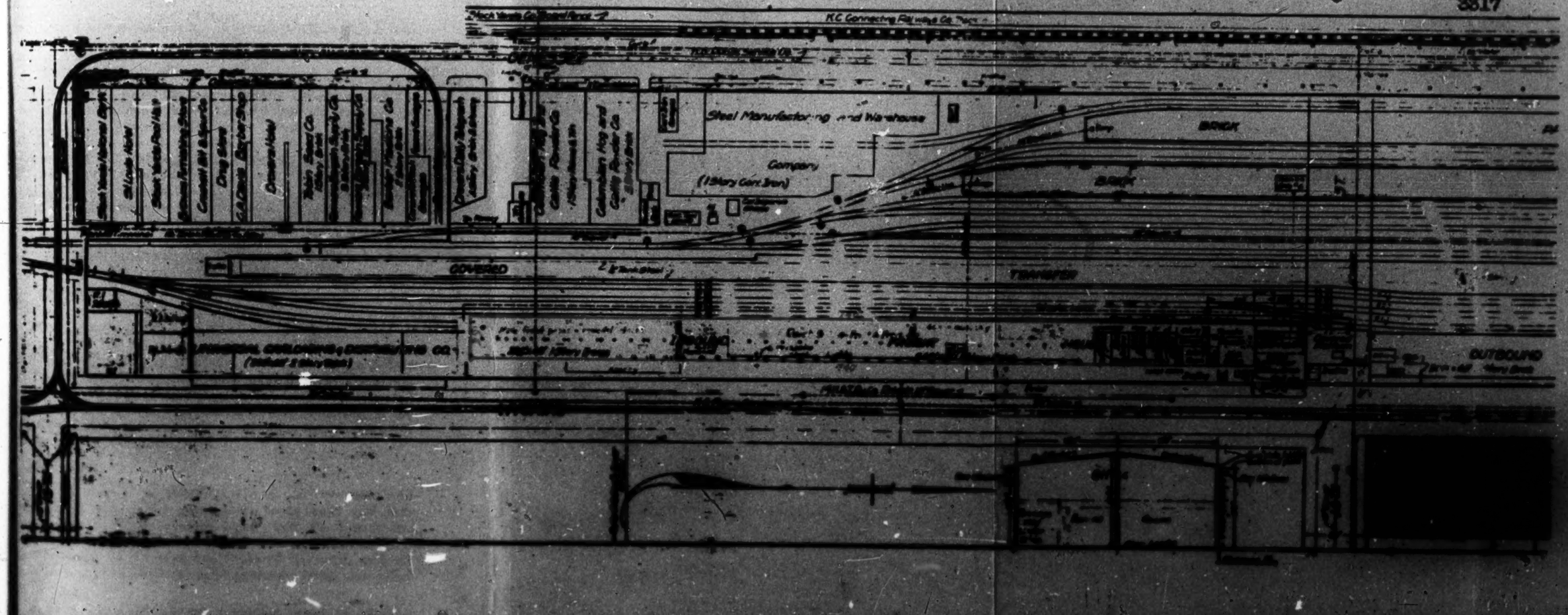
Steel Manufacturing and Warehouse
Company
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[fol. 3318]

U. P. Exhibit No. 293

Bernice Jackson

May 7, 1940

Copy

B-23425

State of Illinois,
County of Cook, ss:

I, George E. Camphausen, a Notary Public in and for said County and State, hereby certify that the attached are true and correct copies of the original lease between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, as Trustees and not individually, and A. Reich and Sons, Incorporated, dated September 1st, 1937, and all subsequent supplements, extensions and assignments thereof, said lease covering buildings and property at Kansas City, Missouri.

(Signed in ink) George E. Camphausen, Notary Public. My commission expires March 9th, 1943. (Seal.)

Page 1

This Agreement, Made and entered into this 1st day of Sept., A. D. 1937, by and between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, as Trustees and not individually, hereinafter designated [fol. 3319] as "Lessor" and A. Reich and Sons, Inc. of the City of Kansas City and State of Missouri, hereinafter designated as "Lessee",

Witnesseth:

That the Lessor, in consideration of the covenants and agreements hereinafter mentioned, to be kept and performed by the Lessee, hereby leases unto the Lessee the following described piece or parcel of land at Kansas City, in the County of Jackson and State of Missouri, with all buildings located thereon, said premises being described as follows, to-wit:

Beginning at a point in the northeast corner of inbound freight house, said point being fifty (50) feet south from

the south line of Fourteenth (14th) Street and fourteen and six-tenths (14.6) feet west of the west line of Wyoming Street, measured at right angles to respective street lines; thence southerly, along the east line of said inbound freight house, twenty-eight (28) feet; thence westerly, at right angles, twenty (20) feet; thence southerly, at right angles, fifteen (15) feet; thence easterly at right angles, twenty (20) feet; thence southerly, at right angles, fifty-two and five-tenths (52.5) feet; thence easterly, at right angles, fourteen and three-tenths (14.3) feet; thence southerly at right angles, sixty-two and eight-tenths (62.8) feet; thence westerly, at right angles, four and three-tenths (4.3) feet; [fol. 3320] thence southerly, at right angles, fifty-four and seven-tenths (54.7) feet; thence westerly, at right angles, ten (10) feet; thence southerly, at right angles, five hundred twenty-seven (527) feet; thence westerly, at right angles, forty (40) feet; thence northerly, at right angles, seven hundred forty (740) feet; thence easterly, at right angles forty (40) feet, to the point of beginning, containing thirty thousand seven hundred forty-five (30,745) square feet, as shown in yellow on the blue print attached hereto and made a part hereof.

To Have and to Hold the same, unto the said Lessee from the First day of September, A. D. 1937, to December 1st, A. D. 1943, or until such

earlier time as this agreement shall be terminated, as hereinafter provided.

In consideration of the aforesaid lease, the Lessee covenants and agrees to and with the Lessor that it will pay to the Lessor, monthly in advance, the sum of Two Hundred Twenty-three Dollars and thirty-eight cents ($223.38), as rent for said demised premises.

Should the Lessor require the use of said buildings in the transaction of its business as a common carrier, it is understood and agreed that the Lessor may terminate this lease by giving to the Lessee six (6) months' notice in writing.

[fol. 3321] Upon the termination of this lease, all rights of the Lessee hereunder shall absolutely cease; and upon or prior to such termination the Lessee shall have the right to and shall remove from said leased premises all personal

property, including all equipment and improvements (including the banana room) installed at the expense of the Lessee, and shall surrender said leased premises to the possession of the Lessor in the same condition that said premises were in at the beginning of the term hereof, ordinary wear and tear for the purposes herein authorized, and damage by fire, the elements and unavoidable casualty excepted. If said property of the Lessee be not so removed from said leased premises within thirty (30) days after termination of this lease, in any way, the Lessee hereby conveys the same absolutely to the Lessor. Acceptance of said rental in advance by the Lessor shall not operate as a waiver of the Lessor's right to terminate this lease as herein provided.

Said premises shall be used exclusively as a location for handling fruits, vegetables and other kindred commodities termed "produce"; and all provisions of law or ordinance applicable to such use of said premises shall be fully observed, and the Lessee will not do, nor permit to be done,

Page 3

upon or about said premises anything forbidden by law or ordinance or the rules and regulations of said Lessor now in force or which may hereafter be adopted.

[fol. 3322] It is agreed by and between the parties hereto that the Lessee shall install a meter and pay for all electric current used by it in its occupancy of said buildings.

It is further agreed that the Lessor shall furnish, without cost to the Lessee, all water required for the office and building, and the Lessor shall also furnish, without cost to the Lessee, all necessary heat required for heating the office which the Lessee has constructed in said building, but the Lessor shall not be required to furnish heat for any part of the building other than the office.

All repairs caused by ordinary wear and tear and which shall be necessary to maintain the building in the same condition that said premises were in at the beginning of the term hereof, shall be made at the expense of the Lessor. Repairs arising from any act or negligence of the Lessee, other than ordinary wear and tear, shall be made at the sole cost and expense of the Lessee.

The Lessee further agrees to keep said building and premises in a neat and orderly condition.

If during the term of this lease, the leased premises should be destroyed by fire or partially destroyed so as to render the same wholly unfit for occupancy, the Lessor may elect that this lease shall cease and become null and void from the day of such damage or destruction and the Lessee shall immediately surrender said leased premises and all [fol. 3323] interest therein to the Lessor and the Lessee shall pay rent within this term only to the time of such surrender; provided, that if said lease be not so terminated, a just and proportionate part of the rent shall be abated until the leased

premises shall have been put by the Lessor in as good condition as at the date of said destruction or damage. But if the leased premises be so slightly injured by fire or the elements as not to be rendered unfit for occupancy, then the Lessor agrees that the same shall be repaired with reasonable promptitude and in that case the rent accrued or accruing shall not cease or determine.

In consideration of the privilege hereby given the Lessee to occupy and use the premises above described, and the benefits and privileges to be derived therefrom, the Lessee, in addition to payment of rental as above provided, hereby releases the Lessor, its successors or assigns, from all liability for damage or otherwise by reason of any injury to or destruction of any real or personal property of any kind, owned by the Lessee or in which the Lessee is interested, which now is or may hereafter be placed on any part of the leased premises, in consequence of fire, whether caused by sparks from locomotives, or resulting from fire from any other cause whatsoever.

The Lessee further agrees that if, in any event, the re- [fol. 3324] lease hereinbefore made shall not be valid, the Lessor shall have the full benefit of any insurance effected by the Lessee on the structures or property injured or destroyed. It is expressly understood and agreed, as one of the considerations to the Lessor for the making of this lease, and one of the conditions upon which it is made, that the insurer shall not have any claim, cause of action or demand against the Lessor, or any party or corporation at any time owning or operating the railroad and property of said Railway Company, on account of any damage or injury

to or destruction of such structures or property, or on account of any payment made to the Lessee or any other party by reason of such damage, injury or destruction; and the Lessee agrees to indemnify and hold harmless the Lessor against any such claim, cause of action or demand.

Page 5

The Lessee also agrees to indemnify and hold harmless the Lessor against any and all claims, demands or causes of action arising out of injury to or death of any of the parties hereto and their agents, servants and employes, or injury to or death of any other person or persons, or loss of or damage to property of any of the parties hereto, and of their agents, servants and employes, or loss of or damage to the property of any other person, firm or corporation, while on or about the said leased premises, when such death, loss, damage or injury results from any act or omission on [fol. 3325] the part of the Lessee, its agents, servants or employes; and if any claim or liability due to some other cause than fire shall result from the joint or concurring negligence of both parties hereto, it shall be borne by them equally.

It is further agreed by the Lessee that the Lessee shall not keep, maintain or store in said building or upon said demised premises gasoline, kerosene or other inflammable commodities, except that the Lessee shall have the right to install and maintain one, and only one, underground tank outside of the buildings and beneath the pavement, and with a pump attached for supplying gasoline to the Lessee's own trucks.

This lease shall not be assigned, nor shall said premises, nor any part thereof, be sublet, nor shall the Lessee consent that the same be used or occupied by any party other than the Lessee. If any of the foregoing conditions are violated, all of the provisions of this lease shall be binding upon such assignee, sub-lessee, user or occupant, and this Lessee hereby guarantees the performance of all of such provisions by any such assignee, sub-lessee, user, or occupant. Nothing in the last above sentence shall be deemed to be a waiver by the Lessor of the restrictions set forth in the first sentence of this paragraph.

It is understood and agreed that upon the termination

[fol. 3326] of this lease in any way, the Lessee will surrender possession to the said Lessor or its authorized agents, peaceably and without delay, and in case of any failure so to do the Lessee shall be guilty of forcible entry and detainer of said land and buildings under the statutes, and no notice to quit or demand of possession shall be necessary to sustain such action, but all such notices are hereby waived.

All the covenants, terms, conditions, rights and obligations in this agreement contained shall inure to the benefit of and be binding upon the parties hereto and their heirs, executors, administrators, successors and assigns.

In Witness Whereof, the parties hereto have duly executed this agreement, the day and year first above written.

Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, by (Signed) J. A. Stewart, Industrial Commissioner for Trustees.

Form approved: (Signed) B. E. Dwinell, General Attorney.

A. Reich & Sons, Inc., by (Signed) J. A. Reich, President.

Attest: (Signed) K. K. Barton, Secretary. (Seal.)

(Here follows 1 photolithograph, side folio 3327)

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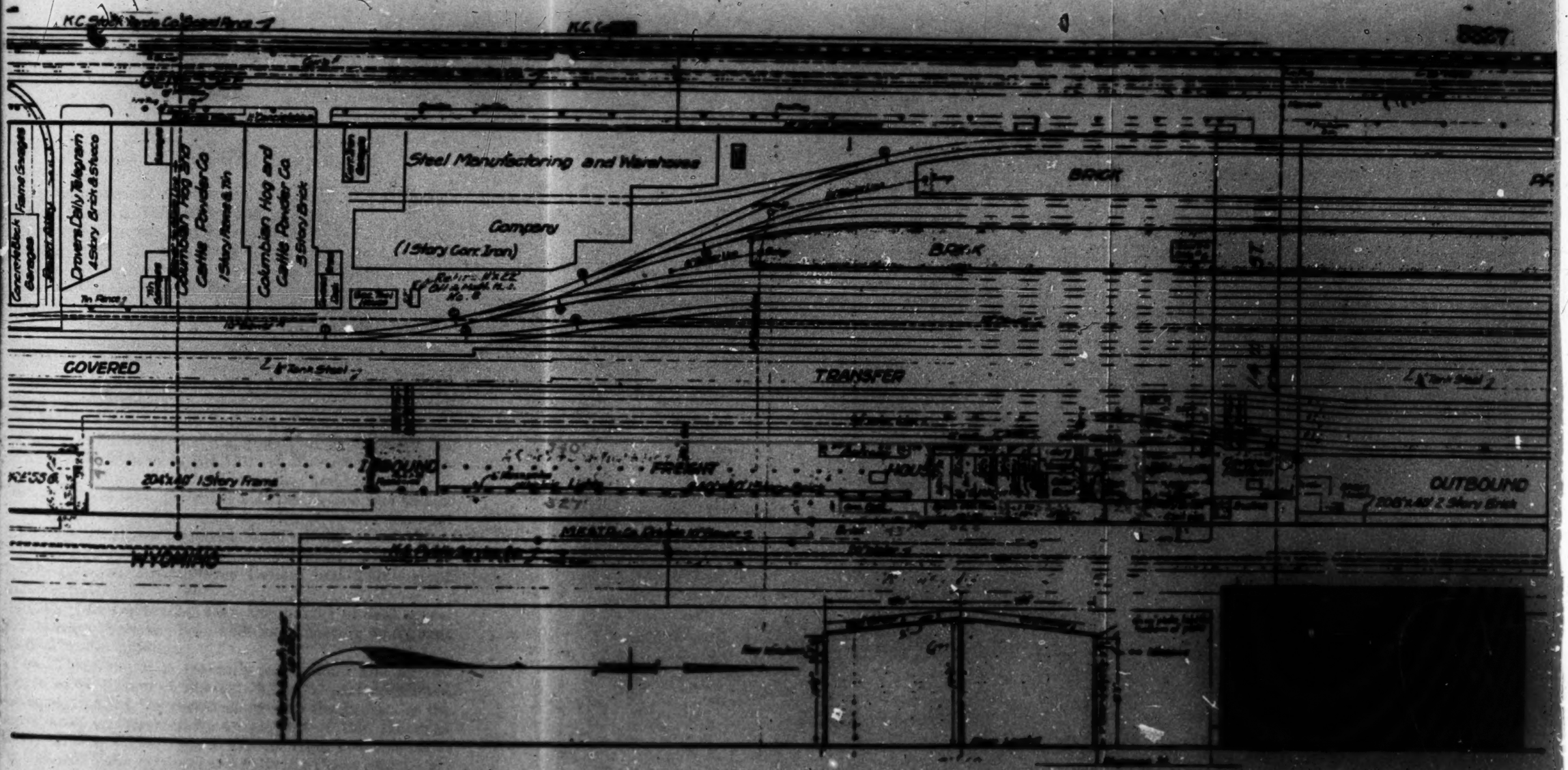
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Company
(1 Story Corr. Iron)
Columbian Hog and Cattle Powder Co
1 Story Frame & Tin
Columbian Hog and Cattle Powder Co
3 Story Brick
Crown Daily Telegram
4 Story Brick & Stucco
Concrete Block Garages
Frame Garages
BRICK
BRICK
COVERED
TRANSFER
FREIGHT
HOUSE
OUTBOUND
OUTBOUND
204'x40' 1 Story Frame
WYOMING
327'

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[fol. 3328] U. P. Exhibit No. 293

Bernice Jackson

May 7, 1940

Copy

Page 1

Supplemental Agreement Lease B-23425

This Supplemental Agreement, dated this Twenty-ninth day of January, A. D. 1940, by and between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, as Trustees and not individually, hereinafter designated as "Lessor" and A. Reich and Sons, Inc. of the City of Kansas City and State of Missouri, hereinafter designated as "Lessee",

Witnesseth:

Whereas, on the First day of September, A. D. 1937, the parties hereto entered into a certain lease, under the terms of which the Lessee leased from the Lessor certain land, together with buildings thereon, known as the Lessor's Inbound Freight House, in the City of Kansas City, in the County of Jackson and State of Missouri; and

Whereas, said lease provided that the Lessee was to pay to the Lessor as rent for said demised premises the sum of Two Thousand Six Hundred Eighty Dollars and Fifty-six Cents ($2,680.56), payable in equal monthly installments of Two Hundred Twenty-three Dollars and Thirty-eight Cents ($223.38);

[fol. 3329] And, Whereas, since the making of said agreement of lease, there has been additional heating equipment installed in said buildings;

Now, Therefore, it is mutually understood and agreed that, in consideration of the installation of said additional heating equipment, the rental charged to the Lessee by the Lessor shall be increased by an amount of One Hundred Eighty Dollars ($180.00) per annum, or from Two Thousand Six Hundred Eighty Dollars and Fifty-six Cents ($2,680.56) per annum to Two Thousand Eight Hundred Sixty Dollars and Fifty-six Cents ($2,860.56) per annum, payable in equal

monthly installments of Two Hundred Thirty-eight Dollars and Thirty-eight Cents ($238.38) in advance, effective January 1st, 1940.

Page 2

It is expressly understood and agreed that all of the terms, covenants and conditions of said agreement of lease dated the First day of September A. D. 1937, shall continue in full force and effect unless sooner terminated as therein provided, and except as modified by this supplemental agreement.

In Witness Whereof, the parties hereto have caused this supplemental agreement to be executed, in duplicate, the day and year first above written.

Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, by (Signed) [fol. 3330] J. B. Angell, Real Estate and Tax Commissioner for Trustees.

Form approved: (Signed) B. E. Dwinell, General Attorney.

A. Reich and Sons, Inc., by (Signed) W. A. Reich, President.

Attest: (Signed) K. K. Barton, Secretary.

(Here follows 1 photolithograph, side folio 3331)

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YARDS

DEPOT

SKILES

SEEGERS

ADDITION

ZONE 7

ZONE 6

ZONE 5

ZONE 4

ZONE 3

ZONE 2

ZONE 1

BELL

WESTERN

GENESSEE

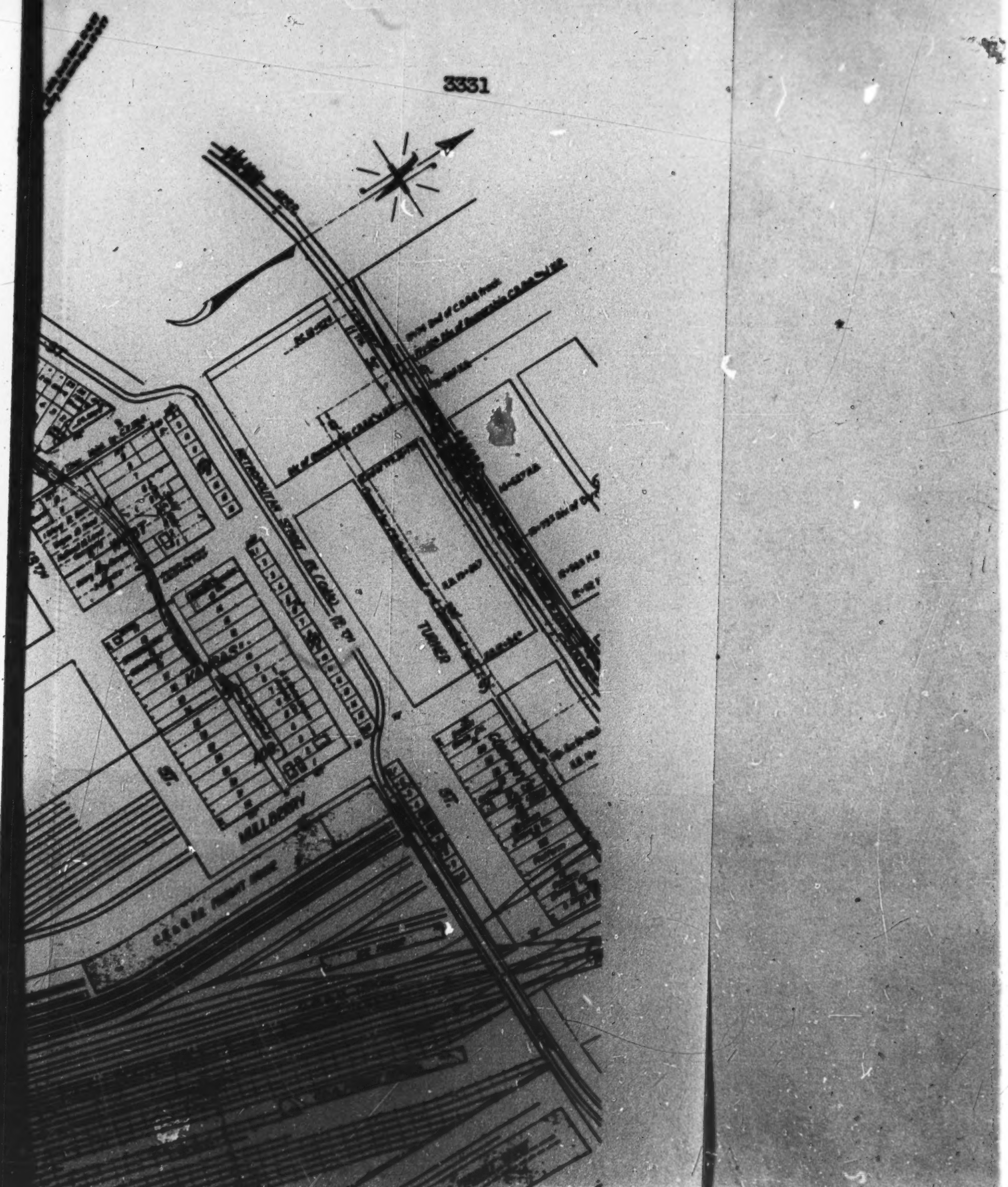
WYOMING

LIBERTY

HICKORY

15TH ST.

ST.


MELLODY
TURNER
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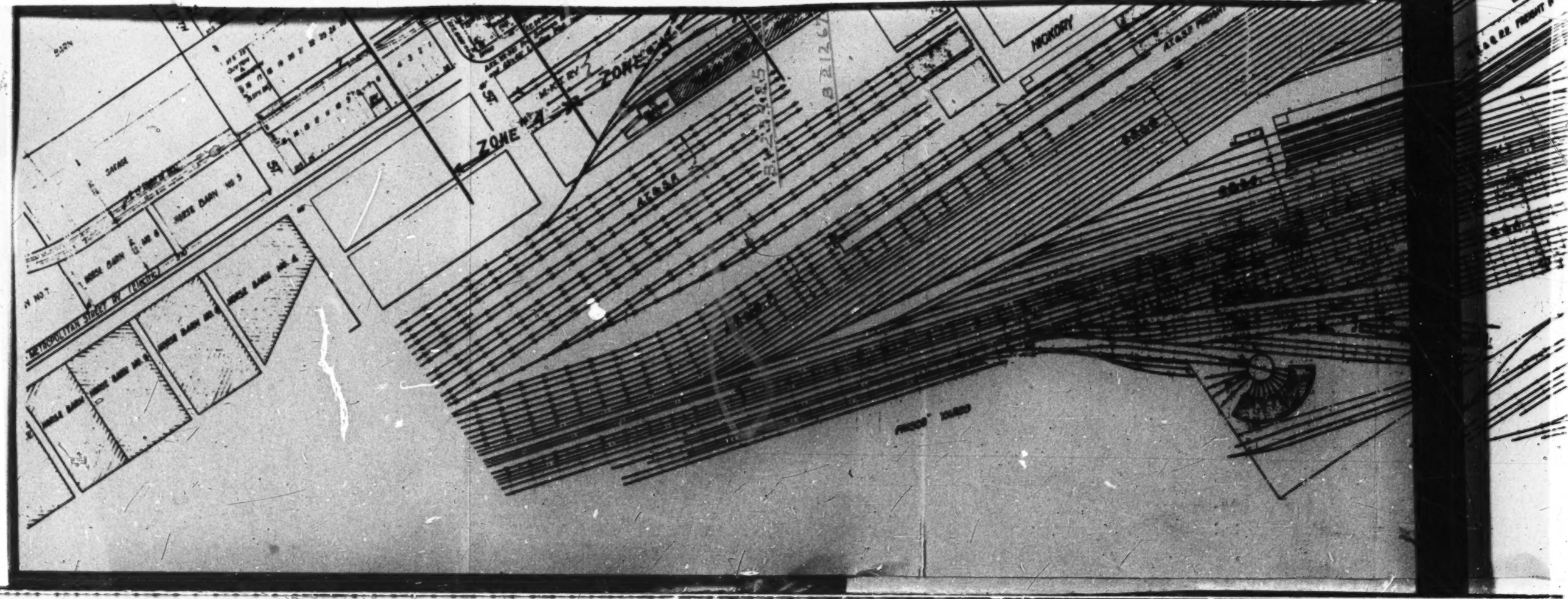
ZONE
ZONE
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BARN
BARN
BARN

MULBERRY
ST.
C.C.&I.R.R. FREIGHT HOUSE
A.T.&S.F. FREIGHT DEPOT

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[fol. 3331a] U. P. Exhibit No. 295

Mr. Maguire: We now offer in evidence that portion of defendants Exhibit 295 for identification, reading as follows:

"Report to Interstate Commerce Commission, Bureau of Valuation, Statement showing changes in leases as provided in Supplement 5, Valuation Order No. 3, Section 12, headed Supplement One; Owner; The Chicago, Rock Island and Pacific Railway; and Operating company the same for the period from January 1, 1933, to December 31, 1933; Data compiled on February 10, 1937, by Larson and Kosatka and signed as correct by J. B. Angell, Real Estate and Tax Commissioner. State of Missouri, Valuation Section 19, Zone 6, Map SL-1, Parcel of land part of 27, 28 and 32, including part 33; Custodian's No. B-21267; Effective Date, December 1, 1933; Term, for one year; Cancellation Privilege, six months; Date Terminated November 30, 1934; Lessee: A. Reich and Sons, Inc.; Character of Use by Lessee: handling produce; Rental Per Annum: $1200.00 per year; Area in Square Feet: 18,920; Value of building, $29,500. Under Remarks: Kansas City, Missouri, 56 per cent occupied exclusively."

[fol. 3331b] U. P. Exhibit No. 296

Mr. Maguire: We now offer in evidence that portion of Union Pacific Exhibit No. 296 for identification, reading as follows:

"State of Missouri, Valuation Section 19, Zone 6, Map SL-1; Parcel: part 23, 24, 32, inclusive, part 33; Custodian's No. B-21267; Effective Date 12-1-1934; Term: 4 years; Cancellation Privilege, 6 months; Lessee: A. Reich and Sons; Character of Use by Lessee: handling produce; Rental Per Annum, $2220.00; Area in Square Feet, 29,333, Value of building, $46,357. Under Remarks: Kansas City, Missouri, Supplement 1 to 1933 report 88 percent of the cubical content of building included in this lease."

[fol. 3332] U. P. Exhibit No. 297

Bernice Jackson

May 7, 1940

The Chicago, Rock Island and Pacific Railway Company

Statement of A-F-Es covering Additions and Betterments to Inbound Freight House, Kansas City, Missouri to March 31, 1940

A-F-E No.	Description of Work	Amount
12022	Drinking water line	79.49
14680	Awnings for freight house	209.80
15161	Freight platform enclosed	1,375.83
21- 996	Steam heat installed	592.26
22- 402	Awnings for freight house	488.43
22- 811	Ice House retired	cr. 297.47
33- 552	Changes in freight house for A. Reich & Sons	1,965.54
34-634	Building remodeled for Fruit Company	2,334.27
36-351	Changes in freight house for Produce & Sons	199.09
36-1747	Changes in freight house for Produce Co.	252.81
37-1458	Addition constructed for A. Reich & Sons	5,857.92
37-1963	Improvements for A. Reich & Sons	863.45
38-1158	Freight house floor replaced	cr. 255.51
39-89	Refrigerator room constructed in frt. house	7,555.96
39-1665	Heating facilities installed in frt. house	5,702.52
	Total	$26,924.39

[fol. 3333] U. P. Exhibit No. 298

Bernice Jackson

May 7, 1940

Interstate Commerce Commission

Washington

I, W. P. Bartel, Secretary of the Interstate Commerce Commission, do hereby certify that the attached are true copies of sheets containing land data of the Bureau of Valuation of said Commission on the properties of the Chicago, Rock Island and Pacific Railway Company, the originals of which are now on file and of record in the office of said Commission.

In Witness Whereof I have hereunto set my hand and affixed the Seal of said Commission this 1st day of May, A. D. 1940.

(Signed) W. P. Bartel, Secretary of the Interstate Commerce Commission.

(Blue Ribbon fastened with a metal eyelet and sealed with red seal of the Interstate Commerce Commission)

(Here follow 3 photolithographs, side folios 3334-3336)

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U. P. EXHIBIT NO. 298

35000A
2334

COMPUTER'S STATEMENT OF CLASSIFICATION AND AREAS

Owner The Chicago Rock Island and Pacific Ry. Co. — Valuation Section 19 — As of 5-31-32 and As of 12-31-32

Operating Co. do — State Kansas and City, Mo — Sheet No. 1 of 3 sheets

State Missouri — Miles in Valuation Section 2.884 — Computer: R. W. H. 7/17/33

CLASS	ZONE	MAP	LIMITS OF ZONE FROM	LIMITS OF ZONE TO	NAME OF CITY OR COUNTY	COMPUTATIONS	AREA SQUARE FEET	AREA ACRES	APPRAISER'S UNIT	PRESENT VALUE	PARCELS (Where Necessary)	STREETS AND HIGHWAYS USED	REMARKS
1	1	RL-1	36+93	119+79.6	City - Kansas City		37,238	37238	080 (32)	29790.			Compiled - C.E.Brooks 3/1/33
									0.55 (35)	20481.			Compiled by Brooks Date 5-2-34
													Areas 12-31-33 Units 1932
													Field Notes — Maps 1933 Sch N 1933.
	2	RL-1		122+42.1	do		7,075	7075	2.50 (32)	17688.			
									1.50 (35)	10613.			
	3	RL-1		124+17.1	do		5,250	5250	1.75 (32)	9188.			
									1.05 (35)	5513.			
	4	RL-1		126+77.1	do		10,800	10800	1.00 (32)	10800.			
									3.60 (35)	38880.			
4	4-RC	RL-1	[redacted]		do		4,800	4800	6.00 (32)	28800.			
			Part parcel 16"						3.69 (35)	17280.			
1	5	RL-1	126+77.1	130+77	do		52,705	52705	2.50 (32)	131763.			
									1.50 (35)	79058.			
6	5a-RC	RL-1	Parcel 25"		do		2,388	1584	2.50 (32)	3960.			
									1.80 (35)	2851.			

I. C. C. Form No. 610

COMPUTER'S STATEMENT OF CLASSIFICATION AND AREAS

Owner: The Chicago, Rock Island and Pacific Ry. Co. — Valuation Section: 19 — Sheet No. 8 of 9 sheets

Operating Co.: do — From: ____ to: ____

State: Missouri — Miles in Valuation Section: ____ — Computer: ____

3335

GRADE	ZONE	MAP	LIMITS OF ZONE FROM	LIMITS OF ZONE TO	NAME OF CITY OR COUNTY	COMPUTATIONS	AREA SQUARE FEET	AREA ACRES	APPARENT UNIT	PRESENT VALUE	PARCELS (Where necessary)	STREETS AND HIGHWAYS USED	REMARKS
4	30-35	M2	Parcels 36-39		City - Kansas City		13,970	13,970	250 (32) 1 50 (32)	4925 / 2 grav			
1	6	M2	130+77	137+40	do		171,074	171,074	250 (32) 1 50 (32)	427685 / 256611			
	7	M2		145+40	do		158,677	158,677 (22)	250 (32)	396693 /			
						Minus 261 × 5 = 1305; Δ 210 × 34 = 7140; Less 210 × 14 = 2940; 5505 / 153172 /		153172 / (33)	1 50 (33)	229758 /	Parts 83-85		Transferred to non-carrier
	7-30	M2	Parcel 88		do		5,060	5060 (32)	250 (32)	12650 /			
			Parcel 87; parts 83-85			Plus 261 × 5 = 1305; Δ 210 × 34 = 7140; Less 210 × 14 = 2940; 5505 / 10565 /		10565 / (33)	1 50 (33)				Leased to Columbia Steel Tank Co. 7-1-58 See subschedule N. year 1983
	7a-30	M2	Parcel 86		do	—	4,908	4905	350 (32) 2 10 (32)	17178 / 10307			
	8	M2	Parcels 89, 91		do		20,489	20429 (32)	250 (32)	51073 /			
			Parcel 89; part 91			Minus 92½ × 30½ = 2790 / 17639 /		17639 / (33)	1 50 (33)	26459 / Part 91	3		Transferred to non-carrier
	9	M2	Parts parcels 93, 94		do		3,640	3640	250 (32) 1 50 (33)	9100 / 5460			
	9 2/3	M2	Part parcel 91		do	Plus 92½ × 30½ = 2790 /		2790 / (33)	1 50 (33)	4185 /			

ADIC LAND REPRODUCTION COPY AS OF JUNE 30, 1913

3336 Kansas City

2nd Copy
FIELD Copy

I.C.C. Form No. 572
Center under valuation Chicago, Rock Island & Pacific Ry.
Valuation Section No. 19 State Missouri
From 25 Kansas City to
Miles in Valuation Section 0.884

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

ASSEMBLY OF LAND ZONES OF A VALUATION SECTION

CLASS 1—LANDS OWNED AND USED BY OWNER FOR ITS PURPOSES AS A COMMON CARRIER

ZONE	MAP	LIMITS OF ZONE From	LIMITS OF ZONE To	NAME OF CITY OR COUNTY	Dec. 31, 1933 Square feet	Dec. 31, 1933 Acres	APPRAISED VALUE PER ACRE 12-31-24 & 12-31-13	PRESENT VALUE	1934 I.C.C. (100-15 Orders of 11-3-34 Unit Values)	Ex Parte 123 (1935)	REMARKS
1	Sh1	106+93	119+79.6	City - Kansas City	57,258		$ 0.80 & .55	$ 20,720.40	20481.	20,481	
2	Sh1		122+42.1	"	7,075		2.00 1.50	21,225.00	10613.	10,613	
3	Sh1		124+17.1	"	5,220		.75 1.05	5,007.00	5513.	5,513	
4	Sh1		126+77.1	"	10,800		6.00 3.60	64,800.00	38880.	38,880	
5	Sh1		130+77	"	32,705		2.00 1.50	285,436.00	79058.	79,058	
6	Sh1		137+40	"	171,874		2.00 1.50	732,148.00	256611.	256,611	
7	Sh1		148+40	"	~~180,677~~ 153,172		2.00 1.50	317,854.00	238016.	239,758	
8	Sh1	(Parcels 89 & 91)		"	~~20,439~~ 17,639		2.00 1.50	40,065.00	30643.	26,459	
9	Sh1	(Parts Parcels 93 & 94)		"	5,640		2.00 1.50	7,050.00	5460.	5,460	
				TOTAL (All Urban)		20.72		$ 1,504,350.40	685276.	672,133	

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[fol. 3337] U. P. Exhibit No. 299

Bernice Jackson

May 7, 1940

(Blue Ribbon fastened with a metal eyelet and sealed with red seal)

Interstate Commerce Commission

Washington

I, W. P. Bartel, Secretary of the Interstate Commerce Commission, do hereby certify that the attached are true copies of sheets containing engineering data of the Bureau of Valuation of said Commission on the properties of the Chicago, Rock Island & Pacific Railway Company, the originals of which are now on file and of record in the office of said Commission.

In Witness Whereof I have hereunto set my hand and affixed the Seal of said Commission this 1st day of May, A. D. 1940.

(Signed) W. P. Bartel, Secretary of the Interstate Commerce Commission.

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Form No. 306-B

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Statement showing property changes from June 30, 1918, to December 31, 1927

Sheet No. 555 of 591 sheets for this valuation section. 3368

The Chicago, ROCK Island & Pacific Ry. Co.
Operating company: The Chicago, Rock Island & Pacific Ry.Co.
Valuation section: 19 - Missouri

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Cost Per Cent	PROPERTY ADDED: Per Unit	PROPERTY ADDED:	PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Replace Depreciation
Account No. 16 Title Station & Office Buildings											
Kansas City											
Voucher in favor of Western Mercantile Company for some old buildings owned by them on land owned by The C. R.I.&P. Ry.Co. at 16th and Wyoming Ave., Kansas City, Mo.-File No. 12088. 100 x 30 ft. constructed prior to 1915 (est.)											
Additions	1918			100 00	/50		100	50			
Purchase and install one Remington typewriter No.010678 for use of Agnt at 14th St.											
Additions	1920	Each	1	94 44	72	94/100	47	34			
Purchase and install in office of General Passenger Agent, 3 24" General Electric fans,		Each	3								
One 5'x8'x7' wire cage with rolling door complete for cashier Order No. 98788	1921	Each	1		76	272/180	157	119			
Additions				828 00	/						
Erect one frame building 45'x60'x8' with 15'x15' annex for storing and sale of unclaimed freight on pile head foundation, using:-											
Lumber - Y.P. new		M.B.M.	9.377								
Tin ear roofing		Sheets	1088								
Roofing paper		Roll	7								
Piling - creosoted		Ln.Ft.	88		90	226/180	1193	1074			
Electric lights 4 - No. 17 lamps and shades complete with 880' wire in conduit		Outlets	4								
Build one 40'x60' standard freight platform on pile head supports 8' decking (Plan 940-0-0) new Y.P. lumber 9.777 M.B.M. used.		Sq.Ft.	1920								
Additions	1922			2,227 84							
Erect shed over present unloading platform 24'x252', adjoining Universal car loading (Company's portable) using:											
Lumber Y.P. new		M.B.M.	10,000		91	93/100	659	600			
Hardware		Lbs.	500		/						
Additions	1924			1,000 00							
Additions from Engineering Report				$ 4,155 84							

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on this sheet only changes in property during the year for which report is made.

C. Form No. VII. P

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

5559

From: The Chicago, Rock Island & Pacific Ry. Co.

Operating company: The Chicago, Rock Island & Pacific Ry. Co.

Valuation section: 10 - Missouri

BY

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of operating carrier)

Statement showing property changes from June 30, 1915, to December 31, 1927

Sheet No. 556 of ..... sheets for this valuation section.

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Condition Per Cent	Per Unit	PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation
Account No. 16 Title Stations and Office Buildings										
Steel Office, No. [illegible]										
Will remodel and replace various platforms and sidings.										
Installations:-										
New warehouse, 40'x120', consisting of 2 story part of brick 40'x80' long and 1 story part of brick 40'x40' long.										
Common earth composition		Sq.Yds.	800							
Mass Concrete		"	1600							
Warehouse erected by contract, see R.I. Plans 90-4-8, sheets 1 to 11 inclusive.										
Add Steel Building combined:-										
Walls:										
8" concrete curtain wall from 1'-6" below grade to 3'-6" above grade, top of first floor, 88 lin.ft. 12" tile wall, 88 lin. ft. 12" brick wall, with openings, complete walls up to 9'-0" above floor: 12" common brick wall extends 3'-0" above 9'-0" height on east and 4'-0" on west side of bldg.; steel fixed sash extend from these heights, up 2'8", on east and west sides of bldg. to the underside of roof rafters; on south end 324 sq. ft. of 12" tile wall extends above the 9'-0" height from floor, (which will not be climbed in one story building).										
Roof:										
Tar and gravel roof, 5'x8" built, roof boards, 6"x8" rafters spaced 2' ctrs. on steel purlins, on 3 steel trusses 39'-4 1/8" long, center to center of end members, on 12" common brick walls as bearing, and spaced 40'-0" center to center of trusses. Steel purlins, riveted to steel trusses, carry roof joist, and consist of a total length of 400 ft. of 10" -25.4 lb. Beams, weighing 10160 lbs. Weight of 3 steel roof trusses 35475 lbs.										
Openings:										
1 door opening 8'-0" consisting of 1-8'-0"x8'-0" sliding steel fire door and equipment by Richard Wilcox; 4-12'-0" x8'-0" rolling steel shutter doors with jambs of 12"-25.4 lbs. channels, 2-8'-0"x8'-0" openings, each consisting of 2-10'-0"x8'-0" panelled sliding steel doors; 10 door openings, 8'-10"x8'-0" each consisting of rolling steel shutters 9'-0" long x 8'-0" high with 9" and 6" channel jambs; 1-door opening 7'-0"x8'-0" high, consisting of roll steel shutter door 7'-10" long x 8'-0" high with 1-12" and 1-6" channel jambs; 27 window openings above doors, 8'-0" long x 8'-0" high, steel frames, each opening consisting of 2 steel fixed sash, 4'-0" long x 3'-1" high, and each sash having 8 11-3/4in x 22"; 3 window openings above doors, 7'-0" long x 3'-0" high, steel frames, each opening consisting of 2 steel fixed sash, 3'-0" long x 20"-1" high, and each sash having 6 11-3/4in x 12"										

Columns 4, 7, 8, 9, and 12 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the account numbers included in the report, a statement showing the changes in mileage, and a brief statement as to the classes of the report.

I. C. C. Form No. 220-B

Owner The Chicago, Rock Island & Pacific Ry. Co.
Operating company The Chicago, Rock Island & Pacific Ry.Co.
Valuation section 19 - Missouri

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
BY
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of carrier)

Statement showing property changes from June 30, 1918, to December 31, 1927

Sheet No. 557 of ... sheets for this valuation section.

3340

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Conditions Per Cent	Per Unit	PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Less Depreciation
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Account No. 19 Title Stations and Office Buildings. (U. S. Classification)										
Floor:- 837 sq. yds. of 6" concrete floor reinforced with American steel and Wire Companies Triangle mesh No. 093; 130 cu.yds. cinder fill; 697 cu. yds. common earth fill inside of building.										
Steel lintels and columns: Weight 34236 lbs. Canopies consist of - 12090 lbs. fabricated steel, 7,608 M.B.M. new Y.P. 2" planking for roof, 2,184 M.B.M. new Y.P. framing lbr. and 32 squares of felt, tar and gravel roofing.										
Scale foundation inside building: Requiring 37 cu. yds. common earth excavation, 9 cu. yds. reinforced concrete .034 M.B.M. framing lbr., .151 M.B.M. 2" planking for scale platform .094 M.B.M. 7/8"x 2½" maple flooring.										
Wood bumpers 8"x12" require: 2,080 M.B.M. new Y.P. lumber and 150 lbs. of 3/4"x20" anchor bolts										
Concrete coping 6" thick: 38 lin. ft. on 12" tile wall.										
Concrete sills, fixed steel sash above door openings require: 340 lin. ft. of 12"x6" sills.										
Concrete lintel required: 1-12"x12" reinforced concrete beam 9'x0" long. volume 1-story part of bldg. is .		Cu.Ft.	118,080							
Factory building requiring:										
Chimneys: 1 brick chimney 5'-6"x5'6" outside dimensions, 45'-6" from grade to top of concrete cap, with 48 lin.ft. of 12" x 12" tile flue lining. Outside walls including entire south wall of two story part, consisting of the following material. Face Brick - 3630 sq. ft. 8" Hollow clay tile - 1888 sq.ft. Common brick backing - 790 sq.ft. Base - 4180 sq.ft.										
Roof: Felt, tar and gravel roof, 2" x 6" 2 & 3 roof boards, 6" x 12" roof rafters spaced 2'-6" centers, 2"x8" ceiling joist spaced 16" centers, structural steel - weight 20880 lbs. Openings inside mill only fitted there; [illegible] rolling steel shutter doors, combined [illegible] opening enclosed by [illegible] high rolling steel shutter door, combined [illegible] opening, [illegible] 8 steel lights [illegible] and 2 pivoted sash 8 lights [illegible]										

[illegible] and a statement as to the correctness of the report.

Work No. 558

"REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY"

Statement showing property changes from June 30, 1918, to December 31, 1927

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Cost Per Unit	PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
Account No. 36 Title Stockhouse and Office Buildings									
Openings outside wall only first floor:(cont'd) 1 entrance door frame, wood, 2nd vest door 3'0"x7'0"x2 1/4", 1 light plate glass, 24"/28" with 1 panel below, 3 vint openings 3'0"x8'0", steel frame, each opening having 5 fixed lights 12"/16" and 1 hinged sash of 6 lights 12/16"; 5 door openings 10'0"x8'0" enclosed by 5-10'-0"x8'0" high x 2" thick wood, panelled sliding doors, operated by 2 H.P.C. No. 28 track and rollers bolted to tops of doors;									
Openings outside walls only 2nd floor: 6 window openings, 3'0"x8'0", wood frame and sash, 1 3/4" sills, 1 1/8" head and pulley stiles, 1 3/4" sash double hung, lower sash 1 light 28"/32", upper sash 4 lights 8 window openings 4'0"x8'0", wood frame and sash, 1 3/4" sills, 1 1/8" head and pulley stiles, 1-3/4" D.H. sash lower sash 1 light 32"x28", upper sash 6 lights 2 window openings 4'0"x8'0", steel frame and sash, fixed sash 6 lights 12"/16".									
Floors; First floor consists of: Reinforced concrete floor, 240 sq. yards 6" thick, American Steel Wire Co's triangle mesh No. 098, weight reinforced including under (Miscellaneous steel see later). Cinder fill, 48 cu.yds. 6" thick common earth fill, 200 cu. yds., above grade.									
Second Floor consists of: 13/16"x2 1/4" maple floor, 1-ply roofing paper, 1"x6" D&M. flooring, 2"x12" floor joist, spaced 16" centers, and 344 pieces of 2"x4" cross bridging.									
Partitions 1st floor only: 4" tile, 620 sq.ft. wood stud partition, 210 sq.ft. wood stud partitions, 80 sq. ft. 4" glazed tile partition, 90 sq. ft. not exct.									
Partitions 2nd floor only: 2"x6" stud partition, 220 sq. ft. 2"x4" stud partition 210 sq.ft. glazed steel partition, Hills Co. standard, 9'0" high, 208 sqs. ft. for private office.									
Interior first floor all type T.P: 2 bath water closets shaft lined inside with 3/8" ceiling and outside with celotex. 1-triple mullion timber opening, 7'0"x4'0", with 3 D.H. sash, each 1 light 30/36" D.H. sash on 3 sides. 7 door openings and 3'0"x7'0" doors, complete except 2 sides. 1 counter in Overseas office, 3'0" high, 2' 3" wide, 2 6'0" long, containing 7 drawers, each drawer being 7" high 2'0" long. Trim for 1 window Overseas Office 3 number loose windows Overseas 30 lin.ft. 1 set of wood stairs of 22 risers from 1st floor to 2nd floor level 16 ln.ft. wood hand railing 1st to 2nd floor 3 concrete steps 4'0" long grade to 1st floor level.									

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the amount carriers included in the report, a statement showing the changes in mileage, and a recon statement as to the remainder of the report.

I.C.C. Form No. 555-B

Owner The Chicago, Rock Island & Pacific Ry. Co.
Operating company The Chicago, Rock Island and Pacific Ry.Co.
Valuation section 10 - Missouri

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of operating carrier)

Statement showing property changes [illegible] June 30, 1918, to December 31, 1927

Sheet No. 559 of 591 sheets for this valuation section.

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Conditions Per Cent	PROPERTY ADDED: Per Unit	PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Account No. 16 Title Stations & Office Buildings.										
Heating - boiler in building - one hrs steam heating system - radiation		Sqft	659							
Interior first floor all trim V.P.(Cont'd) 16 yds plastering on ceiling boiler room, 16 yds metal lath on ceiling boiler room. Celotex walls and ceilings, including foreman's office, stair hall and toilet room walls above 7'-6" height, total of 1511 sq. ft. plaster board toilet walls below 7'-6"height = 978 sq.ft.										
Interior second floor, all trim V.P.: celotex walls and ceilings, incl., file room, general office, private office, men and womens toilets and stair hall above 2nd floor level requires a total of 4990 sq.ft. Office railing wood, 8'0" long x 3'0" high with gate 4 doors 2'6"x7'0", complete, trim 2 sides, toilet partitions V. joint, 96 sq.ft. 2 toilet partition doors, complete 2 number base, 365 lin. ft. plaster board in toilets, 540 sq.ft. furring on tile walls, 18 squares trim for 14 windows, complete seat in womens toilet 2'0"x2'0".										
Miscellaneous: Canopies - wt. steel 4006 lbs., 2.116 M.B.M. new V.P. lumber, and 7 squares of felt, tar and gravel roof. Concrete, warehouse additional, 14 cu. yds. - Concrete in driveway pavement-121 cu.yds. -Excavation for driveways-205 cu.yds. Reinforcing steel concrete floors entire bldg. - .4418 lbs. - Picture moulding-180 lin.ft. 7 steel down spout guard plates wt. 280 lbs. 1 canopy bracket, 200 lbs. No code for canopies 280 lbs.										
Volume 2 story Building		Cu.Ft.	44480							
Tar felt and gravel roof entire bldg. - -		Squares	168							
2" galvanized water pipe, under 8'0" deep		Lin.Ft.	881							
4" sewer pipe, under 8'0" deep		Lin.Ft.	28							
Steel bin, [illegible]		Wt.Lbs.	.440							
Boiler, complete in 1 story bldg.		Each	1							
Heating duct [illegible] 2nds, telescope sheet registers 24.140 M.B.M. new V.P. Heavy square with combination 24 cu. yds.; also 200 lbs. cutting bolts, steel reinforcing plate 20 sq.ft. general vacuum pipeline, 2'0"x2'0" brick manhole, [illegible] and tar. Heating duct complete, [illegible] 108 registers with combination, 200 yards of reinforcing concrete, 2'-0" ft. lengths of duct work, 1200 lb. split, 700 lbs. duct tubes, 600 lbs. combine 1400 and 200 lbs. tube cutters.		Each	1							
Additional Chemical House [illegible] 2nd[illegible] as follows: [illegible] complete, 6 registers, 1 valve 8 way, double pole, 2 3 way, 700 ft. 2in. 20 wire 2 2 0 2in. [illegible], and 60 ft. 2in. 14 2-duty cast 2in. [illegible].		Each	18							
Telephone system [illegible] 8 instruments with con.pipe & fixtures		Each	7							

JUL 28 1928

Columns 4, 5, 6, 9, and 10 ruled to be left blank by the reporting carrier. Once in the first sheet of each valuation section, a summary of the amounts entered in the report, covering the figures in this and all previous sheets for the section, should be entered on the last sheet of the section.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Character of Property and Description	Date	Units	PROPERTY ADDED Number of Units	Cost	Cost Per Unit	Cost Per Unit	PROPERTY RETIRED Number of Units	Cost	Cost of Reproduction New	Cost of Reproduction Less Depreciation
Account No. 18 Title Stations & Office Buildings.										
Concrete paving old derrick trench--repairing, 20 cu.yds. mass concrete, or		Sq.Yds	120							
New, H & T. straight scale, with double beam, on new deck, 8"x8" steel channel, .056 M.B.M. new Y.P. lumber, and 6 ft. of C. L. pipe.		Each	1							
S.H. scale, No. 2220, with shelf levers and double beam, with the following material, 4-8"x8" dover irons, 8-bent scale seats, 2-C.L. columns, 4-6" steel channels 9'-6" long, 2 13 .8"x8"x8/16"-9'-6"long, 2 13 8"x8"x8/16"-8'-8" long, 1 plate 3/16"x7'-8"x4'7" long, 24 pcs. 3/8" ø rods 8'-6"long 24 pieces 3/4" ø rods 8'-8" long weight of above material 1814 lbs. 15 cu.yds. earth excavation, 15 cu.yds. mass concrete foundation .168 M.B.M. new 8" Y.P. deck planking.		Each	1							
Small "Standard" scale, including, 5 cu.yds. common earth excavation, 5 cu. yds. mass concrete, compound beam corner irons and scale seats.		Each	1							
1-S.H. Shop repaired Fairbanks Morse & Co. No. 1211 wagon scale, complete, with compound beam, set of 4-8 1/4"x24" carrier irons, set of 8 bent scale seats, 5 cu. yds. common earth excavation; 5 cu. yds. mass concrete and 200 M.B.M. S.E. Y.P. lumber as scale planking.		Each	1							
1-chain hoist; requiring in addition, 1-10"-25 lb. I beam 25' 0" long with channel plates, angles and clamps, 1 pc. 5/8"x 2 1/2"x8'0" flat iron, 2-5/8" ø rods 14'0" long, 1 3/8"x 1 1/2" 8'0" long plate, 1-1/4" x8"x4'0" long plate weight additional parts 755 lbs. lumber for scaffolding for hoist .171 M.B.M. Y.P. lumber. Installed 8/1926.		Each	1							
Additions	1926			78,479.69						
Interest during Construction $1695.88										
Retirements:- small "Standard" scale, with compound beam corner irons and scale seats complete, with 5 cu.yds. concrete foundation, from between inbound and outbound freight houses.		Each					1			
Transfer platform 18'x[illegible]' Covered		Sq.Ft.					[illegible]			
Irregular shape platform - [illegible] end of frame Freight House		"					[illegible]			
Derrick platform) Shown in Engineering Report		"					[illegible]			
Unloading platform.) as Automobile Unloading		"					[illegible]			
Machinery platform) Platform		"					[illegible]			
Dormant scale, with seats, corner irons, and hardware, complete, with concrete foundation, from irregular shaped platform.		Each					1			
Cost of Reproduction $10,715.00								10,715	10,715.00	

Columns 6, 7, 8, 9, and 13 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the amount of gross land included in the report, a statement showing the changes in mileage, and a gross statement as to the correctness of the report.

V. Form No. 555-B

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

BY

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of reporting carrier)

Statement showing property changes from June 30, 1918, to December 31, 1927

Sheet No. 561 of 3344 sheets for this valuation section.

(Owner) The Chicago, Rock Island & Pacific Ry. Co.
Operating company The Chicago, Rock Island & Pacific Ry.Co.
Valuation section 19 - Missouri

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Construction Per Cent	Per Unit	PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Account No. 16 Title Station and Office Buildings. (I. C. C. classification)										
Kansas City I.C.C. Engineering Report Book 9, Page 424.										
Transfer Platform:										
18,888 sq.ft. with shed 11,400 sq.ft.										
Build frame shed over North end of transfer platform 18'x 600' with gravel and tar roof, using:										
Posts, creosoted 6"x8" average 7' long		Each	120							
Lumber, Treated Y.P.		M.B.M.	39.558							
Hardware		Cwt.	1.50							
Additions	1918			2,441 17						
In connection with various facility changes remove and abandon paved driveway at team track, one 18'x600' transfer platform complete with shed, and build one new covered transfer platform, between present tracks No.3 and No.5, 1080 ft. x 19 ft. on creosoted pile bents and concrete foundation, 5" decking, using:-		Sq.Ft.	19080							
Piling creosoted		Lin.Ft.	2340		50	.55				
Lumber-treated Y.P.		M.B.M.	166.188			.23				
Cross ties creosoted		Each	460			1.90				
Rubberoid roofing		Roll	308			1.82				
Hardware		Cwt.	6.783							
Brick only removed and abandoned fro driveway		Sq.Ft.					2370	2,088 00	17% 2125	404
Portion of transfer platform 18'x600' included in Inventory - A.F.E. 10086		Sq.Ft.					7800	2,211 88	11% 2340	483
Frame shed over 18'x 600' of transfer platform - constructed in 1918 - V.O. No. 3		Each						2,441 17	—	No.No.3 1918
Additions and Betterments from Eng. Report	1928			12,038 78						

Retirements V. O. No. 8

Replace one 14'x36' and two 7'x36' frame trestle overpasses on transfer platform with four 14'x22' platforms on wheels, and build one 20'x80' covered concrete platform, at North end connecting with freight house, on pile bent foundation 5" decking - (Plan 3-6-8) Total platforms - - - - - - -

Materials:-		
Piling creosoted	Lin.Ft.	84
Lumber Y.P. Untreated	M.B.M.	10.000
Hardware	Lbs.	200
Steel channels	Lbs.	2000
Roll R.R. 100 lbs./ft.	Lbs.	8000
Cast Shoes, 24"	Each	24

Columns 4, 5, 6 and 10 should be left blank by the reporting carrier. Show on detailed sheet of each valuation section, a statement of the amount included in the report, a statement showing the changes by railway, and a recon statement as to the condition of the property.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
IN
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sheet No. 562 of 3345 sheets

Name: The Chicago, Rock Island & Pacific Ry. Co.
Operating company: The Chicago, Rock Island & Pacific Ry. Co.
Valuation section: 10-Missouri

Statement showing property changes [illegible] June 30, 1918, to December 31, 1927

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Condition Per Cent	PROPERTY ADDED: Per Unit	PROPERTY ADDED:		PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
Account No. 16 Title Station and Office Buildings (I.C.C. Classification)												
Kansas City, Continued												
Transfer Platform, Continued:												
Timber and hardware in old cross-overs and portion of old platform removed and abandoned.		M.B.M.			97	217/100	1122	1088	0.225			
Additions and Retirements from Eng. Report	1920			2,363 87						50% 000 00	000.00	5 00
Transfer Platform.												
Additions and Retirements from Eng. Report				16,646 79						~~4,000 00~~	~~8,000.00~~	
Retirements from V.C.S.										~~3,441 12~~		
New Freight Depot (I.C.C. Engineering Report Book 9 Page 484) Cmd and two story brick-concrete foundation.												
Enlarging doors in fire wall at new freight house, using 36 sheets of car roofing with necessary hardware and paint and 14 sacks plaster, 4 sacks cement.					84	205/160	128	105				
Additions	1918			204 85								
Purchase and install in office of agent at new freight house one flat-top desk. P.O. 78709												
Additions	1917	Each	1	7 36	60	7/120	61	4				
Purchase and install in agents office one file cabinet, mfd. by Marshall and Jackson Co.												
Additions	1917	Each	1	46 00	60	45/140	38	23				
Place near new freight house and fit up one refrigerator car for storage of perishable freight, using .204 M.B.M. yellow pine lumber and necessary hardware.												
Additions	1917	Each	1	81 90	60	82/140	59	35				
Install two new electric tractors replacing two old type "C" electric tractors.												
Additions and Retirements from Engineering Report	1918	each	2	Allowed 1925 2,226 21					2	42% 2,808 50	2,808.00	1173
Purchase and install two new 8'x20' flat-top desks in agent's office at new freight house.												
Additions	1918	Each	2	17 86	64	11/175	13	81				
Replace 9480 sq. ft. of present maple flooring in new freight house with equivalent of Kentile Asphalt flooring 1/8" thick.												
Additions and Retirements from Engineering Report.	1918	Sq. ft.	9480	2,187 88	82	.20	1896	1565	9480	27% 1,688 00	1,688.00	1875

Columns 6, 7, 8, 9, and 11 should be left blank by the reporting carrier. Show on the first sheet of each valuation docket, a statement of the account numbers included in the report, a statement showing the changes in mileage, and a brief statement as to the appearance of the report.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sheet No. 563 of ___ sheets for this Valuation section.

Owner: The Chicago, Rock Island & Pacific Ry. Co.
Operating company: The Chicago, Rock Island & Pacific Ry. Co.
Valuation section: 10-Missouri

Statement showing property changes from June 30, 1918, to December 31, 1919

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Unit Cost	PROPERTY ADDED: Per Unit	PROPERTY ADDED:		PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
Account No. 16 Title STATION AND OFFICE BUILDINGS (I. C. C. Classification)												
Kansas City, Continued New Freight House, continued. Install complete electric wiring for McKee Binding Machine, using 90 ft. of No.1111 wire and 40 ft. of ½" conduit and one outlet box connection. Additions	1919	Outlet	1	16 88	16.88	6.00	6'	1'				
Purchase and install in agent's office one Burroughs Adding Machine No.419088. Additions	1919	Each	1	127 80	127.80	135.00	119'	75'				
Install one 7½ K.W. Martin Rotary Converter No.2128, 220 volts, 3 phase, 60 cycle A.C. complete on concrete foundation. Additions	1919	Each	1	980 26	980.26	840.00	521'	354'				
Replace one old type "C" electric tractor with one standard "Duke" electric tractor, type "D". Additions and Ret. from Engineering Report.	1919	Each	1	1,912 18					1	1,021 28	1,200.00	546'
Install drinking fountain in new freight office using 40 ft. of ¾" galv. pipe complete with necessary fittings. Additions	1919	Each	1	80 70	80.70	25.00	25'	21'				
Replace 80-8 wheel trailer trucks with 80 standard Schroeder type 4 wheel trucks. F.O. 28108 Additions and Ret. from Engineering Report	1919	Each	80	2,000 00	25.00	1059/1000	642'	437'	80	812 00	1,000.00	156'
Replace 80-8 wheel warehouse trucks with 80-6 wheel "Baldwin-Duerby" trailer trucks. Additions and Ret. from Engineering Report	1920	Each	80	2,782 00	34.78	2754/800	1361'	940'	80	600 00	800.00	200'
Remove and abandon 2 platform scales, complete with concrete pits, in section No.2 of freight house and install same in Section No.1, making 3 scales in each section; Replace wood beams in six scales with steel beams, also replace several composite decks on 6 scales with decks, [illegible] Concrete, reinforced, in new pits. Structural steel beams Cast-iron with irons and sprockets Flooring Mill Two scales and pits removed and abandoned Additions and Ret. from Engineering Report	1920	C.Y. Lbs. Each M.B.M. Each	22 4000 2 2,000	3,000 00		1378/800	467'	326'	2	2,000 00	2,000.00	1000'

E.O.W.
E.O.C.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. 564 of ____ sheets for this valuation section.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Account No. 16 Title STATIONS AND OFFICE BUILDINGS

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Per Unit	Per Unit			PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation
Kansas City, Continued:												
New Freight House, Continued:												
Purchase and install two Navarre Tractor Electric Trucks, Type "2" Nos. 7929 and 8408. Additions	1930	Each	2	[illegible]								
Purchase and install in foreman's office, one Remington Typewriter No. 2826218. Additions	1930	Each	1	60 00	1V	53/100	27	19				
Install three oak tables in asst. agent's office on P.A. invoice 637771 Additions	1930	Each	3	70 35	1V	70/100	35	25				
Install two additional toilets and one additional lavatory in ladies room on second floor of new freight house complete and build additional frame partition to enlarge present room. Contract work covered by voucher 2005 February 1930, favor of H.I. Goldsmith. Additional fixtures- Toilets and lavatory. Additions	1930	Each	3	410 00	96	65.72	165	142				
Purchase and install one standard No. 1546 time recording "Simplex" Clock for use on platform. Additions	1930	Each		282 25	1V	282/100	141	102				
Do necessary wiring in new freight house and install eight outlets for dictaphone machines, using 400 ft. of ½" conduit and 800 ft. of wire. Additions	1930	Outlets	8	320 76	96	4.02	48	41				
Purchase and install 20 Schroeder type fireproof warehouse trailer trucks, replacing 20 two-wheel trucks. P.O. 20686. Additions and Ret. from Engineering Report.	1930	Each	20	2,126 24	1V	115/100	579	417	20	220 15	58% 220.00	164
Remodel 10'x24' block house converting upper floor into roof and lumber room by placing stairway and 2-24"x36" windows and using lumber T.P. Portion of old wall removed (brick to piers) Additions and Ret. from Engineering Report.	1930	M.F.B.M.	2.000	240 00	95	—	125	119	.020	20 00	63% 20.00	24
Build wood awnings over 7 doors of freight house from door No. 60 to 66 using lumber, new rolling slats. Additions	1930	M.F.B.M.	2.440	488 00	95	42.2	105	100				

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the general methods included in the report, a statement covering the changes in mileage, and a cross statement as to the completeness of the report. Statements covering the changes in mileage, and as to the completeness of the report.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
BY
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of reporting carrier)

Statement showing property changes from June 30, 1936, to December 31, 1937

Sheet No. 565 of 3348 sheets for the valuation section.

The Chicago, ock Island & Pacific Ry. Co.
Reporting company The Chicago, Rock Island & Pacific Ry. Co.
Valuation section 19-Fisscott

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Condition Per Cent	Per Unit			PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Less Depreciation
Account No. 16 Title STATION & OFFICE BUILDINGS (I. C. C. Classification)												
Kansas City, Continued												
New Freight House, Continued												
Purchase and install on top of freight house one wire sign 208 ft. long with solid sheet-iron letters 8 feet high, reading: "Rock Island Freight Station" Additions	1933	Each	1	891 00	76	891/208	435	331				
Remodel Electric Room, install gasoline tank and pump and construct run-ways.		M.B.M.	1.252									
Lumber Y.P. in runways and tank shed metal car-roofing		Sheet	135		9v	157/150	105	97				
Cylinder pump 4"x15" complete with fittings		Each	1									
Steel Tank 3'x8' " " "		"	1									
Additions	1935			157 25								
Install 7 "Fordson" Tractors equipped with 40"x8" rubber tired wheels Nehr mufflers, cut-down assembly complete, motor numbers 478641, 480897, 480882, 480889, 481306, 480887, 480866		Each	7		9v	13637/140	7576	6970				
S.L.Keenigh's Special No.8001 trucks, 36"x78"x14½" high		"	135									
Retire and abandon:												
3 type "C" old 4-wheel trucks (Inventory)		"										
Two Lloctor Tractors, A.F.E. 18118-1918		"							2	3,878 42	3,878.00	16.29
One Buda Tractor " " " 18164-1918		"							2	3,888 42		1715
Two "Mercury" type "P" electric trucks A.F.E. 20-3068-1920		"							1	1,781 18		1319
Additions and Ret. From Engineering Report	1935			13,636 74					2	3,888 42	3,888.00	1944
										9,554 18		
Retirements from V.O.S.												
Purchase and install one Fordson Motor Tractor. Motor No.616803		Each	1		96	3852/110	2143	2057				
"Mayflower" 4-wheel trucks		"	80									
Four-wheel steel trailers		"	80									
Additions	1936			3,857 00								
Install steel bridges 3'x6' for use between freight cars and platforms		Each	71		98	358/85	154	180				
Additions	1936			307 85								
Install 21 No.10 additional electric lights on platform and floodlights in Bill clerks office, using 4400 kilo.												
[illegible]												
[illegible]		Outlets	30		10	6.50	234	194				
Additions	1937			476 50								

Columns f, g, h, i and k should be left blank by the reporting carrier. There are on the date basis of each valuation section, a statement of the several sections included in the report, a statement showing the changes in mileage, and a verified statement as to the correctness of the report.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sheet No. 566

The Chicago, Rock Island & Pacific Ry. Co.
The Chicago, Rock Island & Pacific Ry. Co.

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Condition Per Cent	PROPERTY ADDED: Per Unit			PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Depreciated
Account No. 16 Title STATION AND OFFICE BUILDINGS (I.C.C. Classification)												
Kansas City, Continued												
New Freight House, Continued												
Install one 16" cut-off saw on frame foundation complete with pulley and 28' of 2 ply belting.		Each	1	}	100	285/185	154	154				
One 3 H.P. electric motor, 220 volts, 1800 R.P.M. single phase.		"	1									
Additions	1917			285 15								
Purchase and install in freight house offices and billing rooms 8 Remington Totalisers, Nos. 3826, 3825, 3824, 3823, 3860, 3859, 3858.		Each	8		100	342/150	228	228				
Additions	1917			342 60								
Additions and Ret. from Engineering Report				40,308 85						11,601 15	11,601.00	
Retirements from V.O.S.										8,700 15		
Old Freight Depot (I.C.C. Engineering Report Book 9 page 424) One and two story brick, stone foundation.												
Purchase and install one Underwood Typewriter for use in claim adjuster's office. P.O. 78153.		Each	1		56	48/105	46	26				
Additions	1916			48 00								
Purchase and install one 5 K.W. Martin Rotary Converter with starting box and transformer, complete in freight house.		Each	1		56	422/125	338	189				
Additions	1916			422 00								
Install drinking water pipe line in freight house leading from supply line, using: black pipe 3/4" with fittings.		L.Ft.	112		67	.20	22	15				
Additions	1916			79 40								
Purchase and install one No.10 Royal Typewriter, serial No. 248239 in Superintendent's office.		Each	1		56	77/105	73	41				
Additions	1916			78 85								
Build additional shelves in Supt's. office stained and varnished, using: lumber, yellow pine.		B.M.	.336		56	43/75	14	8				
Additions	1916			12 81								
Install 12 Cooper Hewitt Mercury Arc Lamps with 12 Nitrolite Nitrogen Lamps in freight.		Each	12		78	6.50	78	61	12	480 00	76	37
Additions and Retirements from Engineering Report	1916			125 95						888 00	836.00	
Purchase and install in Supt's office, one standard Royal Typewriter, P.O. 78153.		Each	1		56	72/105	70	39				
Additions	1916			72 00								

Columns 6, 7, 8, 9, and 13 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the amount considered involved in the report, a statement showing the changes in mileage, and a brief statement as to the composition of the report.

Form No. 519-B

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
BY
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of reporting carrier)

3350 3515

Sheet No. 31 of ... sheets for this valuation section

Name The Chicago, Rock Island & Pacific Ry. Co.
Operating company The Chicago, Rock Island & Pacific Ry. Co.
Valuation section 19--Missouri

Statement showing property changes from June 30, 1918, to December 31, 1917

(1) Character of Property and Description	(2) Date	(3) Units	PROPERTY ADDED (4) Number of Units	(5) Cost	(6) Condition Per Cent	(7) Per Unit	(8)	(9)	PROPERTY RETIRED (10) Number of Units	(11) Cost	(12) Cost of Reproduction % New	(13) Less Depreciation
Account No. 16 Title STATION AND OFFICE BUILDINGS (I. C. C. Classification)												
Kansas City Old Freight House, Continued. Excavate 3' trench, lay and back fill 1200 ft. drain tile around team track at freight house. Drain tile, 6 " Additions	1916	Lin.Ft.	1200	159 02	67	.43	516	346				
Build one extension 20'x60' to present covered platform between old and new freight houses on 8"x8" creosote post supports, 3" decking, using 20 rolls rubberoid roofing and 11.6Ml M.B.M. yellow pine lumber. Additions	1917	Sq.Ft.	1200	651 17	50	.39	348	174				
Purchase and install in office of freight agent, one standard Remington Typewriter, Inv. No.159643 Additions	1917	Each	1	88 80	60	97/100	74	44				
Purchase from Western Cabinet and Fixtures Co. and install in passenger agent's office, various office furniture. Invoice 160991, P.O. M-77824. Additions	1917	Lot	1	315 80	60	316/120	263	158				
Purchase and install one standard Burroughs adding machine in freight agent's office. P.O. No.78462. Additions	1917	Each	1	154 35	60	154/120	124	77				
Purchase and install in agent's office one standard Burroughs Adding Machine. P.O. No.78215. Additions	1917	Each	1	165 81	60	166/120	137	82				
Install 37 No.10 electric lights on platform of old freight house using 3000 ft. No.1110 wire, 1000 ft. ½" galv. conduit and necessary attachments. Additions	1917	Outlets	37	188 38	50	6.22	222	174				
Install 5 No.10 drop cord electric lights in basement of freight depot, using 500 ft. No.1111 wire, 87 ft. of ½" conduit and necessary attachments. Additions	1917	Outlets	5	18 34	50	6.22	181	141				
Purchase and install in local freight agent's office, 2 standard Remington Typewriters, P.O. No.[illegible] Additions	1917	Each	2	156 [illegible]	60	156/120	154	92				

Columns 5 & 6 will be left by the [illegible]

Form No. 101-T

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

3551

Sheet No. 54[illegible] of [illegible] sheets for this valuation section

Owner: The Chicago, Rock Island & Pacific Ry. Co.
Operating company: The Chicago, Rock Island & Pacific Ry. Co.
Valuation section: 10-Missouri

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Statement showing property changes from June 30, 1918, to December 31, 1927

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Condition Per Cent	PROPERTY ADDED: Per Unit			PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
Account No. 18 Title STATION AND OFFICE BUILDINGS (I. C. C. Classification)												
Kansas City												
014 Freight Depot, Continued												
Purchase and install in traveling auditors' office one Corona Typewriter No.89719. Additions	1918	Each	1	40 80	64	41/135	030	19				
Purchase and install in local freight office one Remington Typewriter, serial No. 76198. Additions	1918	Each	1	96 19	64	71/135	71	45				
Install 198 standard No.60 electric lights on freight house platformusing 9000 ft. of wire, 1800 ft. of 1" and 4180 ft. of ½" galv. conduit and all necessary connections. Additions	1918	Outlets	198	2,800 96	84	1.42	1168	974				
Purchase and install 3 Underwood Typewriters in manager's and wire chief's office, serial Nos. 870720-871260-870888. Additions	1918	Each	3	179 80	64	179/135	133	851				
Install eleven (11) window awnings over windows on west side of freight house (Contract Work) Additions	1918	Each	11	209 80	50	210/160	131	66				
Purchase and install in local freight office, 2 Remington Typewriters, Nos.88880 and 88881. Additions	1918	Each	2	198 92	64	194/135	144	92				
Purchase and install in freight agent's office one Felt and Tarrant Co. controlled key duplex 8 column comptometer, serial No.128880. Additions	1918	Each	1	270 00	68	270/160	164	116				
Purchase and install one Burroughs Adding Machine for office of local freight agent. P.A. Inv. 880001. Additions	1918	Each	1	160 [illegible]	68	161/160	91	69				
Purchase and install one No.10 standard station clock for division freight agent Additions	1918	Each	1	6 [illegible]	68	7/135	4	3				

Columns 6, 7, 8, 9, and 13 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the account numbers included in the report, a statement covering the changes in mileage, and a brief statement as to the completeness of the report.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sheet No. 569 of ____ sheets for this valuation section.

The Chicago, Rock Island & Pacific Ry. Co.
reporting company: The Chicago, Rock Island & Pacific Ry. Co.
Valuation section: 19 "Leased"

Account No. 16 Title STATION AND OFFICE BUILDINGS

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Condition Per Unit	Per Unit	PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation
Lennox City										
16 Freight House, Continued										
Enclose present covered platform at south end of old freight house, 30'x203' installing 17 freight doors on "Climax" door track and build one standard 16'x24' warm room. Plan 543-48-1 using: lumber, yellow pine.		M.B.M.	18,110		96	1078/200				
Rubberoid roofing,		Roll	4							
Paint,		Gal.	4							
Hardware,		Lbs.	200							
Additions	1919			1,078	85					
Install one standard filing case, in freight (Plan 543-48-7) using .307 M.B.M. yellow pine lumber and necessary hardware.										
Additions	1919	Each	1	25	20	68 24/165				
Purchase and install in agent's office 3 No.10B standard Remington Typewriter. P.O. No.25697.										
Additions	1919	Each	3	248	40	68 24/165				
Purchase and install in agent's office 2 No.10-A standard Remington Typewriters. P.O. No.26221.										
Additions	1919	Each	2	155	20	68 19/165				
Build one wood storm-door for Supt's. office using .107 M.B.M. new yellow pine lumber and necessary hardware.										
Additions	1919	Each	1	25	25	24/200				
Purchase and install in local freight agent's office one No.10 standard Roll Check No.45504.										
Additions	1919	Each	1	9	75					
Purchase and install in agent's office one 6-section sectional type combination file case, No. 27222, P.O. 27222.										
Additions	1919	Each	1	155	75					
Purchase and install in local freight agent's office one 36-section file case and one Roach Cabinet Safe, with letter and slide rack.										
Additions	1919	Each	2	200	00	75 145/200		175	126	
Purchase and install in freight office 1 platen for Remington one golden oak 32-inch desk and one bookcase for Station No. 2.2, 6x6'6",										
Additions	1919	Each	1	80	00	75		105	76	

Columns 2, 3, 4 and 5 should be filled in by the reporting carrier. Show in detail each entry in column 6 which is not a unit price.

Form No. 519-S

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
BY
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Road The Chicago, Rock Island & Pacific Ry. Co.
Operating company The Chicago, Rock Island & Pacific Ry. Co.
Valuation section 16-Kingsport

Sheet No. 570 — 3353

Account No. 16 Title STATION AND OFFICE BUILDINGS

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	Condition Per Cent	Per Unit	PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
Kansas City										
Old Freight House, Continued										
Purchase and install in general freight office, one Remington Typewriter No.10-A serial No.03897. Additions	1920	Each	1	90	70	28/70				
Install 8 No.15 drop cord electric lights in freight office complete with shades using 585 L.Ft. of No.1111 wire, 360 L. Ft. of ½" galv. conduit and necessary fittings. Additions	1920	Outlets	8	348	85	6.12				
Install steam heat in cashiers' office in old freight house and excavate, lay and back fill 170 ft. drain system, using:- Standard black pipe 2" with fittings, Extra heavy " " 1½" " " Gate valve 2" No.461 Crane Sewer tile, 4" Additions	1921	L.Ft. / L.Ft. / Each / L.Ft.	348 / 820 / 1 / 170	882	85		.31 / .42 / 3.25 / .24	76 / 70 / 4 / 42 / 194	159	
Build frame cross-over trestle between unloading platform and south end of old freight house, 30'x9' using:- Lumber, yellow pine, Hardware, Additions	1921	M.B.M. / Lbs.	1,010 / 830	837	87	43.12 / .04		71 / 8 / 56	438	
Purchase and install in various offices, also supt's office, 180 single 18"x18"x60" steel wall lockers. Additions	1920	Lot	1	1,048	90	1048/180		614	491	
Purchase and install in office of general live stock agent, one 9'x12' congoleum rug carpet, one mahogany flat top desk, one revolving office chair and 4 mahogany office chairs, Additions	1920	Lot	1	180	80	180/180		112	90	
Remove and abandon 12'x24' wash-room constructed under A.F.E. Blkl Oct. 1919. Item 345-48-1 Retirement from V.O.R.	1922	Each					1	Superseded 337		V.O.R. 3 1919
Purchase and install in division supt's. office one Felt and Tarrant Mfg. Co. odel H Comptometer, serial No.H12078 Additions	1922	Each	1	315	80	315/180		187	150	

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the number included in the report, a statement showing the classes by ratings, and a memorandum of the disposition of the cases.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sheet No. 571 of ... sheets for this valuation section.

The Chicago, Rock Island & Pacific Ry. Co.
The Chicago, Rock Island & Pacific Ry. Co.
Missouri

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Condition Per Cent	Per Unit			PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Less Depreciation
Account No. 16 Title ...												
Kansas City												
Old Freight House, Continued												
Purchase from the Schooley Stationary and Printing Co. and install in office of asst. general live stock agent, 2 4-drawer vertical filing cabinets, 1 revolving chair, 34 yds of linoleum. Invoice 684027, 1 flat-top desk, 4 office chairs, 1 steno. desk, 2 brass cuspidors. Inv. 684026.												
Additions	1923	Lot	1	388 92	84	372/170	231	194				
Purchase from the Schooley, Stationary and Printing Company and install in office of Industrial Commissioner, one steneg. desk, 2 mahogany roll-top desks, 2 mahogany roll-top desks, 2 mahogany flat-top desk, 2 revolving chairs, 3 side arm chairs, 4 4-drawer filing cabinets.												
Additions	1923	Lot	1	638 77	84	639/170	376	316				
Purchase and install in office of supt. of stock yards, one Marshall Field Co. flat-top table, one oak typewriter desk, 6 Eaton Revolving Chairs. P.O. 84944.		Lot	1									
One Remington Typewriter, serial 41795.		Each	1		91	203/155	131	115				
Additions	1924			203 00								
Remodel and re-arrange part of heating system in freight house basement, using: 8"pipe L.Ft., 40 with 8-8" elbows 6" " " " 40 " fittings 4" " " " 280 " " 3" " " " 80 " " 2" " " " 120 " "		Lot	1		94	277/190	146	137				
Additions	1923			273 84								
Install hot water in supt's. office for use of employees, using: Galv. 1/2 pipe L.Ft. with ...		L.Ft.	240		94	.55	55					
" " " 3/4 " " " "		" "	280			.77	77					
" " " 1" " " "		" "	120			.94	22/125	.18				
Additions	1923			448 91								

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the last sheet of each valuation section the ... of the property covered by the report, in accordance with the ... and a recapitulation of the report.

I. Form No. 819-B

The Chicago, Rock Island & Pacific Ry. Co.

REPORT TO INTERSTATE COMMERCE COMMISSION
RAILWAY OPERATING EXPENSES
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sign No. 572 — 3355

Owning company: The Chicago, Rock Island & Pacific Ry. Co.
Valuation section: 15-Missouri

Statement showing property charged [illegible] June 30, 1918, to December 31, 1927

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Cost Per Unit	PROPERTY ADDED: Per Unit	PROPERTY ADDED:	PROPERTY ADDED:	PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Items
Account No. 16 Title STATION AND OFFICE BUILDINGS (C.C.C. Classification)												
Kansas City Old Freight House, Continued Purchase and install in office of supt. of stock yards, one roll-top desk, P.O. 94068, one cabinet file case, P.O. 94068. Floor covering, linoleum, 8 sq. yds. P.O 94068 Additions	1928	Lot	1	199 80	9	111/150	133	122				
Additions and Ret. from Engineering Report				15,419 15								
Retirements from V.O.S.												
Total Additions and Ret. from Engineering Report for Valuation Section				147,876 80			77852	66644		89,841 01	28384	12956
Total Retirements from V.O.S. for Valuation Section										111,666 79		

Note:-Included in the Cost, shown in Column 5, is Interest During Construction, totaling-$1,112.42

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. [illegible]

Form No. 3

Sheet No. 4 of 5 sheets for this valuation section.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY

(Name of reporting carrier)

Statement showing property changes from June 30, 1918, to June 30, 1919.

Fiscal 3356

Primarily
The Chicago, Rock Island & Pacific Ry.
Ongoing company The Chicago, Rock Island & Pacific Ry. Co.
Valuation section 19 - Missouri

Account No.	Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	PROPERTY ADDED: Cost	PROPERTY ADDED: Original Cost Per Unit	PROPERTY ADDED: Per Cent	PROPERTY ADDED:	PROPERTY RETIRED: Number of Units	PROPERTY RETIRED: Cost	PROPERTY RETIRED: Cost of Reproduction New	PROPERTY RETIRED: Cost of Reproduction Less Depreciation
	Account No. 19 Title Station and Office Buildings											
AFE No.	Kansas City, Missouri - Mile Post 238.9											
28-2376	Freight House Apply 1/4" tank steel on Inland platform west of freight house covering area 13.5'x970' to provide runway for warehouse trucks.											
	Steel runway on Inland Platform 13.5'x970', using 286 pieces, as 1/4"x24"x120" tank steel, 142600 lb. Bolts and washers, 4186 lb. Additions 1923		Lbs.	146786	4,[illegible] 30	100	.03	4396				
	Kansas City, Missouri - Mile Post 237.8 Stock Yards, Supt. Office											
28-2400	Install Monroe Calculating machine. Monroe-Calculating-Machine-Co. calculating machine, Serial No. K-141 - 120971. M-C-M-Co. invoice No. 40455, P.O.No. K-6190, Dept. Bill No. 6034. Additions 1923		Each	1	227 25	100		225				
	Total for Valuation Section				5,[illegible] 24			4621	[illegible]			

Columns 4, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the face sheet of each valuation section, a statement of the account numbers included in the report, a statement showing the changes in mileage operated in each State, and also the statement of changes.

REPORT TO INTERSTATE COMMERCE COMMISSION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

Sheet No. 2 of 2 sheets

Owner: The Chicago, Rock Island and Pacific Railway Corp. and/or
Lessee: The Chicago, Rock Island and Pacific Ry.Co.
Valuation: 1a- Missouri

	Character of Property and Description	Date	Unit	Quantity	Cost		Reproduction New	Per Cent Good	Reproduction Cost Less Depreciation		Quantity	Cost		Book Cost of Construction	
	Account No. 16 Title Station and Office Buildings:	1922													
A-F-E- 20-6888	Kansas City, Missouri, Dept. Stock Yard														
	Installation of two Panfold machines No.S- 12" Serial 638377 and 638439 - Underwood Typewriter Co. P.O. No. S-1348		Each	2											
	Additions				880	18	100		347	347					
AFE 20-6888	Kansas City, Missouri, Freight House:														
	Install new 5 ton crane in freighthouse, replacing present sliding door with 2 wood hinged doors at door No.30.														
	Freight Crane														
	Chain hoist consisting of one 5 ton 8 ft. lift chain and trolley on one 15" 63.0 lb. "I" beam 20 ft. long with 3- 3/8" brace rods on new 6" H. column 16'6" long set on concrete pier - 1 each														
	at door No.30, 380.5 ft. from north end of freight house		Each	1											
	Openings:														
	Two wood hinged doors 3'7"x16' with new lintel at door No.30.		"	2											
	1 sliding door, two trusses and lintel at door No.30		"								1				
	Additions and retirements from basic date.				400	00	KO		256	256		20	00	107 1/35 - 28	
	Total for Valuation Section				1280	00			603	603				35	28

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the amounts carried forward to the report, a statement showing the changes in mileage, and a recapitulation of the quantities of the report.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
OF
THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
(Name of reporting carrier)
Statement showing property changes from 6-30-1918 to 12-31-1918, inclusive.

Sheet No. 4 of 3 sheets for this schedule series.

ORL 8/16/33

F. No.	Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost		Cost Per Unit		PROPERTY RETIRED: Number of Units	Cost		Book of Accounts: Book	Book of Accounts: Less Depreciation
	Account No. 36 Title Station and Office Buildings (I. C. C. Classification)												
20-1799	Kansas City P.F. 329.8 Union Station- Installing steel lockers 18"x 24"x 72" (American Steel Equipment Co.) Additions	1918	Ea.	50	225	00	4.50		125	125			
20-2001	Transfer Platform- Apply ¼" boiler iron sheets 22'-11½" over runway of transfer platform- 19'-0½" deep Additions	1918	Sq.Ft.	7063			.26		1987	1987			
	Universal Car Lookout & Dirt, Building-												
20-010	Construct frame portable one compartment building, 8'-0½" 10'-0½" 10' high, 2-car one building, both sides on 2'-0" centers, 2- 2'-0½" 2'-0½" 1½" glass panel doors, 2- 30"x30" glass panels, composition roofing. Additions	1918	Sq.Ft.	256	327	00	.30		65	65			
20-1999	Bridge Shops- Install Bunting Universal pattern 4 screw radial drilling machine, serial No. 4-5-6, complete. Retirement from Order No. 0	1918	Ea.								1	300 00	264 436
	Grand Total Expenditures Additions to Engineering Report Retirements Ord. 0				552	00			2187	2187		300 00	264 436 349

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on this sheet of each schedule series, a statement of the account number included in the report, a statement showing the amount of the additions and retirements of the month.

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

The Chicago, Rock Island and Pacific Ry.Co.
(Name of reporting carrier)

Operating Company, The Chicago, Rock Island and Pacific Ry.Co.

State Docket, 15 - Missouri

Statement showing property changes from 1-1, 19 51, to 12-31, 19 51.

Sheet 2 of 2 sheets for this valuation section.

Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Condition Per Cent	Per Unit			PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
Account No. 16 Title Station and Office Buildings (I.C.C. Classification)	1951											
30-1456 Kansas City, Missouri, Milo Post 517.6 - Freight Station. Purchase and install one Burroughs Adding Machine, Style 1700 unlimited split and automatic count. Burroughs Adding Machine Co. Invoice No. 82499. Additions		Each	1	584 07	100		584					
Total for valuation section				584 07			584	584				

Columns (b), (c), (d), (f), and (l) should be totaled by the reporting carrier.

A detailed list, in duplicate, should be submitted showing, in addition to the information called for by the respective columns, a statement of the account numbers included in the report, a statement showing the elements of change and a proper statement as to the correctness of the report.

Form No. 520-B

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

3360

The Chicago Rock Island and Pacific Ry.Co. — THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY. — Sheet ___ of ___ sheets for this valuation section.

Operating company The Chicago Rock Island & Pacific Ry.Co. (Name of reporting carrier)

Valuation section 19 - Missouri

Statement showing property changes from January 1, 19[illegible], to December 31, 19[illegible], inclusive — SUPPLEMENTAL REPORT

Character of Property and Description (1)	Date (2)	Units (3)	PROPERTY ADDED: Number of Units (4)	Cost (5)	Condition Per Cent (6)	Per Unit (7)	(8)	(9)	PROPERTY RETIRED: Number of Units (10)	Cost (11)	Cost of Reproduction: New (12)	Cost of Reproduction: Less Depreciation (13)
Account No. 16 Title STATION & OFFICE BUILDINGS (I.C.C. Classification)												
Kansas City, Missouri. Purchase from The Davidson Furniture Co.for use in the General Freight Office. Floor Carpet - P.O. 92228 Inv. No. 406806		Sq.Yds.	80	208 00	100	2	160					
Additions	(*22)			208 00								
Total for Valuation Section 19 - Missouri				208 00								

Columns 4, 7, 8, 9, and 13 should be left blank by the reporting carrier. Show on the first sheet of each valuation section of the report only.

DEPARTMENT OF INTERSTATE COMMERCE
BUREAU OF VALUATION

3561

Sheet 1 of 3 sheets for this valuation section

The Chicago, Rock Island and Pacific Ry. Co.

The Chicago, Rock Island and Pacific Ry. Co.
(Name of reporting carrier)

Reporting company The Chicago, Rock Island and Pacific Ry. Co.

Valuation section 19 - Missouri

Statement showing property changes from January 1, 19[illegible], to December 31, 19[illegible], inclusive.

Character of Property and Description	Date	Units	Property Added: Number of Units	Property Added: Cost	Property Retired: Number of Units	Property Retired: Cost	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation
Account No. _____ Title _____								
	1929							
			LIBRARY COPIES					
			Original Statement					
			As of	1st Units				
			December 31, 1928*	.0004	-		0.000	All Units
		(Corrected)	December 31, 1929	.0004	-		0.000	
			December 31, 1930	.0004	-		0.000	
			*As reported in the 1928 I. V. Form 588 supplemental report.					
			Retirement Cards					
			The cost shown for a retirement from the basic Engineering Report is the cost of reproduction new shown therein and is stated in Column 10.					
			The cost shown for a retirement from installations made subsequent to date of basic valuation is the Valuation Order No. 3 record of the cost of such property installed and is stated in Column 11.					
			Recapitulation of Additions and Retirements					
Account No. 16 - Station and Office Buildings			2,000 00			000 00	000	
Total, Valuation Section 19 - Missouri 1929			2,000 00			000 00	000	
			Checked by:					

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the amount included in the report, a statement showing the changes in values and a brief statement as to the completeness of the report.

A. V. Form No. 515-B

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet 2 of 3 sheets

Owner: The Chicago, Rock Island and Pacific Railway Company
Operating company: The Chicago, Rock Island and Pacific Ry. Co.
Valuation section: 10 - Missouri

Statement showing property changes from January 1, 19__ to December 31, 19__

Account No.	Character of Property and Description	Date	Units	Present Value: Quantity	Present Value: Cost	Present Value: Per Unit	Present Value: Per Unit	Present Value:	Property Retired: Quantity	Property Retired: Cost	End of Depreciation Period: Per Unit	End of Depreciation Period: Per Unit	End of Depreciation Period:
	Account No. 10 Title Station and Office Buildings (I.C.C. Classification)												
	Station (Old, Missouri) Name Site												
	Rearrangement of old Colored Freight House for use of Agents & Cash.	1909											
	Station Substructure, replacing brick wall, and consisting of 30 - 20"x20" each with 20"x20" glass 40 - 20"x20" glass .060 M&M IP Timber 220' - 24 in. cone wall Cement, sand and stone, etc.		Sq.Ft.			.60	150						
	Water Lines (average depth of trench, 5', Galv. pipe, 1/2", with necessary fittings " " 3/4" " " " " " 1" " " "		Ln.Ft.			.20 .25 .25	8 63 15						
	Toilets and sewers (average depth of trench, 5') All Toilets, complete (100' - 6" CI cast pipe 3 - 6" elbs and 4 - 6" T, etc. 40' - 1/2" galv. pipe and fittings)		Each			55.00	110						
	Electric Lights: 1000P candela; 60 candela 25 lamps 2000' No. 6 wire; necessary clamps, screws, fittings, etc.		Outlet			6.00	401						
	Steam Heat Facilities One 4000 lb. fir. boiler One duplex, 7½, pump		Each			20.00 20.00	12 5						
	Brick flues complete with clean-out and cast iron smoke pipe connection Steam heat Radiator connections, 1/2" pipe and fittings		Each			10.00 — 20.00	28 47 160						
	Water Fixtures Installed One sink, 24x, complete One lavatory, 18", complete One urinal, 20"x12" Steam heat Radiator connections, 1/2" pipe and fittings		Each			40.00 20.00 20.00 .20	40 17 3 4						
	Water Fixtures Installed One sink, 24x, complete " " 18x, complete Lavatory, 18" Steam heat: 1/2" pipe with fittings		Each			20.00 20.00 .20	47 3 15 8						

Other additions and betterments during year. Retirements during year. Explain fully all unusual items.

Station Name Site
Rearrangement of old Colored Freight House for use of Agents & Cash.

Station Substructure, replacing brick wall, and consisting of
30 - 20"x20" each with 20"x20" glass
40 - 20"x20" glass
.060 M&M IP Timber
220' - 24 in. cone wall
Cement, sand and stone, etc. Sq.Ft. 220 220 .60 150

Water Lines (average depth of trench, 5',
Galv. pipe, 1/2", with necessary fittings Ln.Ft. 40 .20 8
" " 3/4" " " " " 250 .25 63
" " 1" " " " " 60 .25 15

Toilets and sewers (average depth of trench, 5')
All Toilets, complete Each 2 55.00 110
(100' - 6" CI cast pipe
3 - 6" elbs and 4 - 6" T, etc.
40' - 1/2" galv. pipe and fittings)

Electric Lights: 1000P candela; 60 candela 25 lamps
2000' No. 6 wire; necessary clamps, screws, fittings, etc. Outlet 67 6.00 401

Steam Heat Facilities
One 4000 lb. fir. boiler Each 1 20.00 12
One duplex, 7½, pump " 1 20.00 5

Brick flues complete with clean-out and cast iron smoke pipe connection Each 1 10.00 28
Steam heat
Radiator connections, 1/2" pipe and fittings Each 8 20.00 160

Water Fixtures Installed
One sink, 24x, complete Each 2 40.00 80
Lavatory, 18", complete " 1 20.00 17
One urinal, 20"x12" " 1 20.00 3
Steam heat: 1/2" pipe with fittings Each 20 .20 4

Water Fixtures Installed
One sink, 24x, complete Each 1 40.00 47
" " 18x, complete " 1 20.00 3
Lavatory, 18" " 1 20.00 15
Steam heat: 1/2" pipe with fittings Each 40 .20 8

Other additions and betterments during year. Retirements during year. Explain fully all unusual items.

Station Name Site
Rearrangement of old Colored Freight House for use of Agents & Cash.

Station Substructure, replacing brick wall, and consisting of
30 - 20"x20" each with 20"x20" glass
40 - 20"x20" glass
.060 M&M IP Timber
220' - 24 in. cone wall
Cement, sand and stone, etc. Sq.Ft. 220 220 .60 150

Water Lines (average depth of trench, 5',
Galv. pipe, 1/2", with necessary fittings Ln.Ft. 40 .20 8
" " 3/4" " " " " 250 .25 63
" " 1" " " " " 60 .25 15

Toilets and sewers (average depth of trench, 5')
All Toilets, complete Each 2 55.00 110
(100' - 6" CI cast pipe
3 - 6" elbs and 4 - 6" T, etc.
40' - 1/2" galv. pipe and fittings)

Electric Lights: 1000P candela; 60 candela 25 lamps
2000' No. 6 wire; necessary clamps, screws, fittings, etc. Outlet 67 6.00 401

Steam Heat Facilities
One 4000 lb. fir. boiler Each 1 20.00 12
One duplex, 7½, pump " 1 20.00 5

Brick flues complete with clean-out and cast iron smoke pipe connection Each 1 10.00 28
Steam heat
Radiator connections, 1/2" pipe and fittings Each 8 20.00 160

Water Fixtures Installed
One sink, 24x, complete Each 2 40.00 80
Lavatory, 18", complete " 1 20.00 17
One urinal, 20"x12" " 1 20.00 3
Steam heat: 1/2" pipe with fittings Each 20 .20 4

Water Fixtures Installed
One sink, 24x, complete Each 1 40.00 47
" " 18x, complete " 1 20.00 3
Lavatory, 18" " 1 20.00 15
Steam heat: 1/2" pipe with fittings Each 40 .20 8

Other additions and betterments during year. Retirements during year. Explain fully all unusual items.

USE COL 12 MONEY CHECKED IN BLUE

Description of Property and Description	Date	Date	Quantity	Cost		Price	Price		Quantity	Cost		Cost of Operations
Account No. 30 Title Division and Office Buildings												
Bonita City, Missouri												
Encouragement of Inland Freight Depot, (cont'd)	1939											
Cooper shop												
Partitions: one sliding, 6'x							40.00	32				
Produce House												
Balcony cont'd along east and south sides, using:												
One sills, 8", Select							20.00	24				
One decking, 2", Select							20.00	168				
Lumber, 2", Select							40.00	3				
New produce house painted (2 gal. paint)												
Hot-water lines cont'd to produce house (average depth of trench, 2')												
1/2" galv. pipe and fittings							.20	40				
Office												
Screens: lumber, 2" Select							40.00	3				
screen wire							.03	75				
Office ceiling(cont'd by J. Welch & Sons)								20				
Awnings: canvas, 36"							.25	1551				
Retirement (from page total of Engineering Report)												
Brick wall (8000 bldg.brick,8 cubic feet,2 mort. cont)												
Wooden floor(2,000 B.M. rough oak, .004 M.M. maple flooring and 80 lb. hardware)												
Cashier's office(1,000 B.M. fir,.25 lb. nails and 1 door)												
Retirement from Depot Inventory	1939											
Relocation of Structures (estimated on basis of actual cost under AFE 32-01 - 2,000,000 brick required, 1,000 sq.ft. floors,												
Standard black pipe, 2", with fittings												
Extra-heavy black pipe, 2", with fittings												
Gate valve, 2", No. 451 Crane												
Sewer tile, 6"												
Retirement from Universal Credit Co. #	1939											
Total, Account No. 30	1939											

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the last sheet of each valuation section, a statement of the amount carried forward to this report, a statement showing the changes in columns, and a recapitulation as to the correctness of the report.

A. V. Form No. 836-D

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Page 7 of 9 pages for this valuation section.

3364

Owner The Chicago, Rock Island and Pacific Railway Company — The Chicago, Rock Island & Pacific Railway Company
Operating company The Chicago, Rock Island and Pacific Railway Company — (Name of reporting carrier)
Valuation section 38 - Missouri — Balance during property changes from January 1, 19 35, to December 31, 19 56

Ch.	Character of Property and Description	Date	Units	PROPERTY ADDED: Number of Units	Cost	Per Unit		PROPERTY RETIRED: Number of Units	Cost	Cost of Reproduction: New	Less Depreciation
	Account No. 38 This Stations and Office Buildings (I.C.C. Classification)										
	Kansas City, Missouri — **Kansas City**										
	Inbound Freight House - A.Hedrich & Son, Lessee. Construct "School of Instruction Room" 20' x 40' using: .600 MFBM lumber; 100 S.Y. paving brick; 9 lbs. hardware; lime; linseed oil; and whitewash.		Each	1							
	A.F.E. 34-634 Additions	1956			459	87					
	Freight House										
	Install plumbing and construct toilet 8' x 8' using: Toilet room .300 M.F.B. lumber; 10/ hardware		Each	1							
	Plumbing 40' ½" galv. pipe; 22' S.H. C.I. soil pipe; 1 S.H. lavatory; 2 S.H. closets and 2 bowls and 2 oils		Lot	1							
	A.F.E. 34-634 Additions	1956			185	72					
	Construct a 10' x 12' canopy over School of Instruction Room using: .240 MFBM lumber; 40' - ½" pipe for supports; 10/ hardware and 1 roll rubberoid		Sq.Ft.	120							
	A.F.E. 34-634 Additions	1956			25	25					
	Construct counter in Lessee's office using: Our lining and siding		MFBM	.150							
	A.F.E. 34-634 Additions	1956			25	42					
	Construct toilet room and install plumbing using: .700 MFBM lumber; 10/ hardware; paint and 2 S.H. 2 x 6 floors; 1 low tank S.H. toilet stool, 1 S.H. wash basin and connections		Each	1							
	A.F.E. 34-634 Additions	1956	Lot	1	145	18					
	Construct file room using: Y.P. our lining and 10/ hardware		MFBM	.200							
	A.F.E. 34-634 Additions	1956			21	77					
	Construct partition using: Y.P. and fir our linings and 10/ hardware		MFBM	.240							
	A.F.E. 34-634 Additions	1956			140	36					

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. There on the first sheet of each valuation section, a statement of the account numbers included in the report, a statement showing the changes in columns, and a space statement as to the completeness of the report.

Form No. 6B-2

REPORT TO INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet 8 of 9 sheets for this valuation section.

Owner The Chicago, rock island and pacific railway company
Operating company The Chicago, Rock Island and Pacific Railway Co. (Name of reporting carrier)
Valuation section 20 - Missouri
Statement showing property changes from January 31, '24, to September 30, '24

Character of Property and Description	Date	Units	Property Added: Number of Units	Property Added: Cost	Property Added: Per Cent	Property Added: Per Unit	Property Retired: Number of Units	Property Retired: Cost	Property Retired: Cost of Reproduction: New	Property Retired: Cost of Reproduction: Less Depreciation
Account No. 16 Title Station and Office Buildings (I. C. C. Classification)										
Kansas City, Missouri - Continued										
Freight House - Continued										
Construct additional lighting facilities in Chief of Instruction room using 30" 2c" control; 40" 2/0" control; 8-7'307 Angles lifting 8 conduits and conduit, and other necessary fittings.		Outlets	8							
A.F.E. 34-634 Additions	1924			128	07					
Construct a 30' x 14' x 24' Bonded room with board type together with 30' x 14' balcony using: 2,000 M.B.M. B.M. piles; 200 M.B.M. Dry; 160 M.B.M. T.P.; 4 x 10 x 10 - 6 light S.H. Sash; 100 S.H. car roofing sheets and necessary hardware		Each	1							
A.F.E. 34-634 Additions	1924			450	00					
Heating - Bath room - 1 S.H. wall radiator 6' long and 1 S.H. wall radiator 6' long together with 60' 2/0" iron pipe and necessary fittings.		Each	2							
A.F.E. 34-634 Additions	1924			65	00					
Construct ceiling in Inbound Freight House using 2,000 M.B.M. 1 x 4 S.H. Spacings 32 S.H. 7 x 7 Skylight boxes Sawing 1 mill 110' and 4 mills 60' Sandwiching paper and 850 lbs. Hardware		Sq.Ft.	137							
A.F.E. 34-634 Additions	1924			410	97					
Replace 32 sliding doors and 4 pulley doors with 10 Combination doors using 2,000 M.B.M. 1 x 4 S.H. car siding; 8 Thin covering 200 lbs. Hardware and 80 Pcs. 6" Siding.		Each	10							
A.F.E. 34-634 Additions	1924			80	00					
Install additional outlets in Inbound Freight House using 6000' 2" conduit; 2000' conduit (200 S.H. using 2000' 200 S.H. Outlet using 2000' - 20000 using 2000' - 2000 using 2000-600 Insulate outlet-wall; 20 - 2000 conduit 20 - 2000 Outlet Bushing; 20 - 2000 conduit couplings 2 - Angles 2 Bushing; 2 - 2000 Insulate Bushing; 20 - 2000 Insulate Bushing; 2 - 2000 conduit 2 - 2000 Insulate Bushing; 2 - 2000 conduit couplings										
A.F.E. 34-634 Additions	1924	Outlets	20	200	00					

Columns 6, 7, 8, 9, and 10 should be left blank by the reporting carrier. Show on the first sheet of each valuation section, a statement of the amount carried in the report as original cost of the property, and a recapitulation of the changes in columns 6 and 7 shown on the succeeding sheets of the report.

The Chicago, Rock Island and Pacific Railway Company

Reporting company The Chicago, Rock Island and Pacific Railway Co.

Valuation section 38 - Missouri.

Statement showing property changes from January 1, 1918, to December 31, 1919.

Character of Property and Description	Date	Units	Inventory Values: Number of Units	Inventory Values: Cost	Inventory Values: Per Unit	Inventory Values: Per Unit	Additions: Number of Units	Additions: Cost	Additions: Cost of Reproduction: New	Additions: Cost of Reproduction: Less Depreciation
Account No. 38 Title. Shelters and Offices Buildings (I.C.C. Classification)										
Kansas City, Missouri - Continued. Kansas City.										
Freight House - Continued.										
Make the 8'0" - 6" x 41' freight shed at the south end of "Inbound Freight House" fireproof by filling open foundation with dirt fill and bracing other fill using:										
Lumber 2 x 6 x 8 B.M. 625 per.		[illegible]	5,000							
Insulating paper		Sq.Ft.	800							
Fill, common earth		Cu.Yd.	68							
A.F.E. 34-654 Additions	1926			381 65						
Replace 21 sliding doors and 2 pull-up doors with 18 double doors. Engineering Report Page 8566		Each					22			
A.F.E. 34-654										
Retirements from Basis Inventory	1926									800.00
Replace 140 trailers, 177 trucks and 1 electric tructor with 308 American 4-wheeled trucks. Retirements from Valuation Order No. 3. I.C.C. 888, Pages 863, 864, and 865.										
American 4-wheeled trucks		Each	308							
Schroeder 4 - Wheeled trailers (All)										
Kelley Duntz 4 - wheeled trailers										
Steel trailers 4-wheeled										
Schroeder 4-wheeled trucks										
Ironsides special (Steel) trucks										
Hale Type "B" electric tructors										
A.F.E. 34-712										
Additions and Retirements from Valuation Order No. 3 (Prior to 1/1/1919)				2,000 00				15,000 00		
(Subsequent to 12/31/1919)				2,000 00						800.00
Total Account No. 38										
(Prior to 1/1/1919)				2,000 00				15,000 00		

Columns 6, 7, 8, 9, and 12 should be left blank by the reporting carrier. Note on the first sheet of each valuation section, a statement of the principal questions involved in the report, a statement showing the changes in mileage, and a recent statement as to the completion of the report.

No. 161.

INTERSTATE COMMERCE COMMISSION

The Chicago, Rock Island & Pacific Ry. Co. DIVISION OF VALUATION

Sheet No. 1 of 1 of this valuation section.

Section No. 12-Mo., 1921 Miles Main Line, 5.729 Miles all Tracks.* Approved: _____

(1) CHARACTER OF PROPERTY AND DESCRIPTION.	(2) (3) YEAR.	(4) NUMBER OF UNITS.	COST OF REPRODUCTION. (5) Per Unit.	(6) New, Total.	(7) Less Depreciation.
			$	$	$
Acct. No. 16 Title Station and Office Buildings. (I. C. C. classification.)					
Kansas City, Mo:					
Kitchen's house, 20' x 16'; store house, car body; yard clerk's office, 8' x 8'; total, with contents.		65		429	201
Freight depot, one and two-story brick, ground area, 2,304 sq.ft., stone foundation and basement, plumbing, steam heating, electric lighting, built in 1888; freight storage room, one-story brick, ground area, 24,000 sq.ft., water supply, electric lighting freight shed and wood platform, 12,668 sq.ft., water supply, electric lighting; brick platform, 317 sq.ft.; wood platform, 1,200 sq.ft.; brick paving, 22,224 sq.ft.; wood platform, 1,600 sq.ft.; total, with contents and appurtenances.		64		69,106	43,916
Transfer platform, 12,000 sq.ft., with shed, 11,600 sq.ft.; total, with appurtenances.		81		8,973	7,164
Freight depot, one and two-story brick, ground area, 21,600 sq.ft., concrete foundation, plumbing, steam heating, electric lighting, built in 1918; automobile unloading platform, 2,000 sq.ft.; brick paving, 70,000 sq.ft.; fence; total, with contents of depot.		99		147,564	132,765
Total for Val. Sec. C. R. I. & P. -12- Mo.		81		225,972	184,186

* State Miles: To Thousandths.

2344

Form No. 555

INTERSTATE COMMERCE COMMISSION

The Chicago, Rock Island and Pacific Railway Company — BUREAU OF VALUATION

Sheet No. ____ of this valuation section.

Section 6 Miles Main Line, ____ Miles all Tracks.* Approved: Louis Hood

CHARACTER OF PROPERTY AND DESCRIPTION. (Where but a single percentage is stated it represents both per cent. and per unit.)	Unit No.	Unit	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION. Per Unit.	New Total.	Less Depreciation.
	(1)	(2)	(3)	(4)	$ (4)	$ (5)	$ (6)
Acct. No. 3 Title ROADWAY AND TRACK (I.C.C. classification.)							
4% on all Valuation Section except Nos. 0, 1, 2 and 4 Missouri on which 4½% is estimated of cost of reproduction new of Road Accounts 3 to 47, inclusive as follows:							
Valuation Section 0 - Missouri			$	1804813	.045	74,458	
" 1 "				546878	.045	24,609	
" 2 "				2041633	.045	91,873	
" 3 "				937445	.04	37,498	
" 4 "				1478252	.045	66,521	
" 5 "				173216	.045	7,795	
" 6 "				454673	.04	18,187	
" 7 "				479405	.04	19,180	
" 7A "				46525	.04	1,861	
" 7B "				30447	.04	1,218	
" 11 "				29625	.04	1,185	
" 12 "				2268775	.04	90,751	
" 13 "				5059638	.04	202,394	
" 14 "				307228	.04	12,289	
" 15 "				3285646	.04	130,626	
" 16 "				1913518	.04	76,533	
" 17 "				140065	.04	5,603	
" 18 "				3022	.04	121	
" 19 "				266156	.04	10,646	
Total for State			100			873,348	873,348

Accounts 31 - 37 - GENERAL EXPENDITURES

Accounts 31 to 36 and 37 - General Expenditures

2½% of cost of reproduction new of Road Accounts 3 to 47, inclusive (except Account 8 - Land) — 85 — $ — $1970195 — .015 — 389553 — 280,120 *

Account 35 - Interest during Construction

6% of Cost of Reproduction new for one half the construction period, plus 3 months, of Road Accounts 3 to 47, inclusive (except Account 8 - Land) and of General Expenditures, Accounts 31 to 36 and 37

This Unit	Account No.	Timber	Timber Period: Months	Interest Period	Months			
1%	Accounts 3 to 47		2	0	1	3	$	1789071	.075	120,680
2%	"	"	2	0	1	3		571458	.075	42,861
2%	"	"	2	0	1	3		2128508	.075	160,013
2%	"	"	1	0	0	9		974643	.045	43,859
2%	"	"	1	0	0	9		1544775	.045	69,515
2%	"	"	1	0	0	9		181011	.045	8,145
2%	"	"	1	0	0	9		473820	.045	21,272
2%	"	"	1	0	0	9		491875	.045	22,134
2%	"	"	1	0	0	9		48288	.045	2,177
2%	"	"	1	0	0	9		31688	.045	1,425
1%	"	"	1	0	0	9		30810	.045	1,386

Form No. 999

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Date of Inventory as of ..... 19..
Date Compiled ..... 19..
Compiled by .....
Correct .....
Approved .....

Operating Company .....
Division ..... State .....
Valuation Section No. .....
Date .....
..... Miles Main Line, ... Miles all Tracks.*

SUMMARY SHEET

B. and S. Account Number	CLASSES	ORIGINAL COST TO DATE	COST OF REPRODUCTION: New	COST OF REPRODUCTION: Less Depreciation	B. and S. Account Number	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	I. ROAD:	$	$	$		
1	Engineering,				1	
2	Land for transportation purposes,				2	
3	Grading,				3	
4	Underground power tubes,				4	
5	Tunnels and subways,				5	
6	Bridges, trestles, and culverts,				6	
7	Elevated structures,				7	
8	Ties,				8	
9	Rails,				9	
10	Other track material,				10	
11	Ballast,				11	
12	Track laying and surfacing,				12	
13	Right-of-way fences,				13	
14	Snow and sand fences and snowsheds,				14	
15	Crossings and signs,				15	
16	Station and office buildings,				16	
17	Roadway buildings,				17	
18	Water stations,				18	
19	Fuel stations,				19	
20	Shops and engine houses,				20	
21	Grain elevators,				21	
22	Storage warehouses,				22	
23	Wharves and docks,				23	
24	Coal and ore wharves,				24	
25	Gas producing plants,				25	
26	Telegraph and telephone lines,				26	
27	Signals and interlockers,				27	
28	Power dams, canals, and pipe lines,				28	
29	Power plant buildings,				29	
30	Power substation buildings,				30	
31	Power transmission systems,				31	
32	Power distribution systems,				32	
33	Power line poles and fixtures,				33	
34	Underground conduits,				34	
35	Miscellaneous structures,				35	
36	Paving,				36	
37	Roadway machines,				37	
38	Roadway small tools,				38	
39	Assessments for public improvements,				39	
40	Revenue and operating expenses during construction,				40	
41	Cost of road purchased,				41	
42	Amortization of road purchased,				42	
43	Other expenditures—Road,				43	
44	Shop machinery,				44	
45	Power plant machinery,				45	
46	Power substation apparatus,				46	
47	Power transmission and distribution apparatus,				47	
	Total, 1 to 47, inclusive,					
	II. EQUIPMENT:					
48	Steam locomotives,				48	

43	Other expenditures—Road,			43
44	Shop machinery,			44
45	Power plant machinery,	116	60	45
46	Power substation apparatus,			46
47	Unapplied construction material and supplies,			47
	Total, 1 to 47, inclusive,	522,313	375,394	
	II. Equipment:			
51	Steam locomotives,			51
52	Other locomotives,			52
53	Freight-train cars,			53
54	Passenger-train cars,			54
55	Motor equipment of cars,			55
56	Floating equipment,			56
57	Work equipment,			57
58	Miscellaneous equipment,			58
	Total, 51 to 58, inclusive,			
	III. General Expenditures:			
71	Organization expenses,			71
72	General officers and clerks,			72
73	Law,			73
74	Stationery and printing,			74
75	Taxes,			75
77	Other expenditures—General,			77
78	Interest during construction,			78
	Total, 71 to 77, inclusive,			
	Grand total, 1 to 77, inclusive,			
	Grand total—Other,			

Form approved Oct. 7, 1913.

[illegible] report prepared by [illegible]
of the Commission [illegible] 1913 ..

Name _____

Quincy Carrier _____

Date _____

Valuation Docket No. _____

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
IN THE MATTER OF THE VALUATION OF

C.R.I. & P. Railway Company Lessees for Trustees Reports

3370-3371

Sheet No. 2 of _____ sheets

Date Collated _____ 1935

Collated by _____

Checked by _____

STATEMENT OF RECOMMENDED CHANGES

Account No.	Character of Property and Description	Unit	As shown in Engineering Report: Cycle of Trends	Number of Units	Unit Price	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation	Recommended Revision: Cycle of Trends	Number of Units	Unit Price	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation	Difference in Cost of Reproduction: New	Difference in Cost of Reproduction: Less Depreciation	Remarks
	Account 1														
	0- Missouri								2,736,915	.04	112,497				
	1- "								1,402,454	.04	56,098				
	2- "								3,454,389	.04	138,176				
	3- "								1,279,836	.04	51,593				
	4- "								2,037,657	.04	81,106				
	5- "								270,351	.04	10,814				
	6- "								692,163	.04	27,687				
	7- "								344,591	.04	13,784				
	7A- "								71,407	.04	2,856				
	7B- "								46,702	.04	1,868				
	11- "								44,555	.04	1,782				
	12- "								3,099,306	.04	123,972				
	13- "								6,149,359	.04	245,974				
	14- "								513,072	.04	20,523				
	15- "								9,557,521	.04	382,301				
	16- "								2,549,210	.04	101,968				
	17- "								204,709	.04	8,188				
	18- "								5,195	.04	208				
	19- "								502,220	.04	20,089				
	A- "								6,195	.04	248				
	Total for Account		TY	1,118,978	1,162,976	100	30,156,911				1,206,468	1,727,469			
	Account 31 & 35 & 37														
	Mile of Tracks		TY.	955.699	532.804	TY	24,989,380	040	999,575	959,862					
	Account 36														
	0- Iowa								3,891,390	.040	155,655				
	1- "								1,908,500	.040	76,340				
	2- "								3,778,847	.040	151,154				
	3- "								4,300,000	.040	172,000				
	4- "								6,000,000	.040	240,000				

Form No. 555

Lessee Company

Date

Valuation Docket No.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
IN THE MATTER OF THE VALUATION OF

Chicago Milwaukee ... Puget Sound Railroad

Sheet No. 4 of 3372 Sheets
Recorded [illegible] PB
Checked by
Checked by

STATEMENT OF RECOMMENDED CHANGES

No.	CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	AS SHOWN BY ENGINEERING REPORT: Check	Number of Units	Unit Price	COST OF REPRODUCTION: New	Less Depreciation	RECOMMENDED REVISION: Check	Number of Units	Unit Price	COST OF REPRODUCTION: New	Less Depreciation	DIFFERENCE IN COST OF REPRODUCTION: New	Less Depreciation	REMARKS
	Account 74 Continued-														
	5- Tunnels								251,165	.045	12,652				
	6- "								719,550	.045	32,393				
	7- "								357,395	.045	16,127				
	7A- "								79,203	.045	3,562				
	7D- "								47,530	.045	2,139				
	11- "								44,117	.045	2,025				
	12- "								1,222,250	.07	298,095				30 Year Depr. Rate
	13- "								6,915,338	.09	622,380				30 " " "
	14- "								593,585	.09	98,030				30 " " "
	15- "								4,339,922	.09	644,593				30 " " "
	16- "								2,651,033	.09	238,593				30 " " "
	17- "								212,938	.075	15,970				
	18- "								5,462	.075	405				
	19- "								532,313	.075	39,173				
	A- "								6943	.03	193				
	Total 1 & 47		TP	2,197,959					31,155,310	.021	2,565,775				
	" " 71 & 75 177		TP	32,925					476,341	.021	33,424				
	Total Account 74		TP	2,230,884	1,628,094	74					2,607,418	1,929,435			
	Total for State			2,636,711	1,961,300	74					3,039,253	2,332,347			
	Account 1														
	1- Roadway								2,262,313	.00	31,952				
	2 "								3,890,502	.00	17,832				
	3 "								2,903,207	.00	92,118				
	4- "								6,281,098	.00	251,523				
	5- "								811,931	.00	36,317				
	6- "								3,931,938	.00	118,857				
	7 "								5,510,548	.00	359,910				
	8 "								2,831,960	.00	166,860				
	0 "								1,099,821	.00	58,178				

Calendar Year	Quarter. Period: 1 to 69	Interest Period: Year	Interest Period: Month	Year	Month
[illegible]	[illegible]	2	0	1	3
[illegible]	[illegible]	2	1	1	0
[illegible]	[illegible]	2	1	1	1
[illegible]	[illegible]	2	1	0	0
[illegible]	[illegible]	2	1	0	1
[illegible]	[illegible]	2	1	0	2
[illegible]	[illegible]	2	1	0	3
[illegible]	[illegible]	2	1	0	4
[illegible]	[illegible]	2	1	0	5
[illegible]	[illegible]	2	1	0	6
[illegible]	[illegible]	2	1	0	7
[illegible]	[illegible]	2	1	0	8
[illegible]	[illegible]	2	1	0	9
[illegible]	[illegible]	2	1	0	10
[illegible]	[illegible]	2	1	0	11
[illegible]	[illegible]	2	1	1	0
[illegible]	[illegible]	2	1	1	1
[illegible]	[illegible]	2	1	1	2
[illegible]	[illegible]	2	1	1	3
[illegible]	[illegible]	2	1	1	4
[illegible]	[illegible]	2	1	1	5
[illegible]	[illegible]	2	1	1	6
[illegible]	[illegible]	2	1	1	7
[illegible]	[illegible]	2	1	1	8
[illegible]	[illegible]	2	1	1	9
[illegible]	[illegible]	2	1	1	10
[illegible]	[illegible]	2	1	1	11

$	1728071	.075	129,680
	571486	.075	42,861
	2133508	.075	160,013
	974943	.045	43,872
	1544773	.045	69,515
	181011	.045	8,145
	472820	.045	21,279
	498675	.045	22,440
	48596	.045	2,177
	31648	.045	1,423
	30310	.045	1,363
	2329328	.075	174,724
	5255256	.075	394,147
	318619	.075	23,896
	2524778	.075	189,733
	1998831	.075	149,912
	246948	.075	18,521
	8145	.075	611
	376801	.075	28,260
	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

Total on 1 to 69

Total on 71 to 75 and 77

Total Amount 79

Total for State

Entered and recorded by direction of the Commission this 24, 1939.

2342

I. V. Form No. 6

Case
Operating Company
Date
Valuation Docket No. 9

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
IN THE MATTER OF THE VALUATION OF
Due to Supl 588
STATEMENT OF RECOMMENDED CHANGES

Class 1 Pt II

Sheet No. 3378
Date Entered
Entered by 3/1/34
Checked by

Acct. No.	CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	AS SHOWN IN ENGINEERING REPORT: Quantity	Number of Units	Unit Price	COST OF REPRODUCTION: New	Less Depreciation	RECOMMENDED REVISION: Quantity	Number of Units	Unit Price	COST OF REPRODUCTION: New	Less Depreciation	DIFFERENCE IN COST OF REPRODUCTION: New	Less Depreciation	REMARKS
	Acct 14					173									
	Valley 5 Conn	176	544	128.949	131	231.731	168.923						-3926	-1806	See Note
	" 1 Mill	662	402	357.178	131	873 026	467.903						100% +65	+65	Addition
	" 14 Tons	232	964	204.513	131	370.678	267257						+160	+160	Addition
	" 3 Conn	53	278	25.322	131	69.794	53 172						- 28	- 6	Eng Rep Ref
	" 4 "	264	751	133.395	131	333.293	173.437						-322	-156	" " "
	" 17 Dble	220	113	136 497	131	298 345	172211						- 61	- 81	" " "
	Colg 5 Dble	70	944	95 627	131	118.351	58998						84% +275	+131	Addition
	CR I&P 2 III												+275 -13	+267 - 4	Addition Retirement

Note: The $3906 represents 50% of the depot at Tally Junction. In the original 1932 it was set up as 100% CR I&P. The sheets show it as owned 50% therefore -$3926 is deducted

By W. Hopkins

3374

Line C.R.I.&P.
Operating Company do
Job
Valuation Section No.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
IN THE MATTER OF THE VALUATION OF
C.R.I.&P.-1932 Report Conference
STATEMENT OF RECOMMENDED CHANGES

Sheet No. 4 of 10 sheets
Date Collected ____ 19__
Collected by
Checked by

CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	AS SHOWN IN ENGINEERING REPORT					RECOMMENDED REVISION					INCREASE OR DECREASE IN COST OF REPRODUCTION		REMARKS
		Cost Code	Number of Units	Unit Price Multiplier	Cost of Reproduction New	Cost of Reproduction Less Depreciation	Cost Code	Number of Units	Unit Price Multiplier	Cost of Reproduction New	Cost of Reproduction Less Depreciation	New	Less Depreciation	
Acct. 16														
		1910-14	Money				1910-14	Money						
		Mem	Less Depr				Mem	Less Depr						
Val. Sec. 6-Mo.		3469	1297	131	4544	1699			155	5377	2010			
" 7- "		3157	1050	131	4136	1376				4893	1628			
" 12- "		23743	12102	131	31103	15854				36862	18758			
" 13-		60382	29477	131	79155	38615				94367	45689			
" 14-		20764	15301	131	27201	20044				32184	23717			
" 15		65109	31782	131	85293	41634				100919	49262			
" 16		19844	9682	131	25996	12683				30758	15007			
" 18		4	2	131	5	3				6	3			
" 19		282964	204013	131	370683	267257				438544	316220			
Total for Mo.		779814	459500		1021687	601995				1209866	712225			
										1209114	711473			
U.S 1-Kan.		137029	65254	131	179508	85483			155	212395	101144			
" 2- "		53295	24772	131	69947	32451				82763	38427			
" 3- "		53278	25322	131	69794	33172				82563	39249			
" 4- "		246781	132395	131	323283	173437				382516	205212			
" 5- "		23932	13191	131	31351	17286				37095	20446			
" 6- "		18069	15931	131	24063	20870				28472	24693			
" 7- "		253208	164210	131	331702	215119				392472	254526			
" 8- "		65296	46300	131	111739	60653				132209	71765			
" 9- "		32064	14796	131	42004	19383				49695	22934			
" 10- "		84467	39859	131	110652	52215				130924	61781			
" 11- "		38504	20567	131	50178	27074				59371	32034			
" 13- "		75228	32710	131	98549	42850				116603	50701			
" 14- "		106262	47961	131	139203	62829				164706	74340			
" 15- "		8984	3181	131	11769	4167				13925	4931			
" 16- "		143480	91674	131	187995	120093				222395	142095			
Total for Kansas		1360977	738223		1781700	967072				2108117	1144247			
										2107576	1143997			

Bureau of Valuation

Engineering Section—Structural Branch

State.....

Carrier C. R. I. & P. System

Date 1-16-34

Tabulation of Period Multipliers

Account

Price Year	Inventory Year	16	17	18	19	20	23	29	35	Owned and Used
1932	1932	155	156	154	140	151	..	..	..	So. Dakota
1932	1932	155	156	150	149	151	..	..	..	New Mexico
1932	1932	155	156	151	155	151	..	..	..	Colorado
1932	1932	155	156	152	143	151	..	..	..	Minnesota
1932	1932	155	156	152	150	151	..	..	..	Nebraska
1932	1932	155	156	152	150	151	..	151	155	Iowa
1932	1932	155	156	151	151	151	..	..	155	Oklahoma
1932	1932	155	156	150	155	151	154	151	155	Illinois
[Fol. 3270]										
1932	1932	155	156	151	144	151	..	151	155	Missouri
		(in column (18) figure 2 blotted)								
1932	1932	155	156	152	150	151	..	151	155	Kansas
1932	1932	155	156	154	140	..	..	..	..	Arkansas
1932	1932	145	..	..	..	145	..	..	145	Unallocated
										Owned—Not Used
1932	1932	155	..	..	..	..	..	—	..	C. W. P. & S.
1932	1932	80	80	80	..	80	..	..	..	R. I. S.

Ratios based on 1910–1914 equals 100; except for properties Rock Island, Southern and Peoria Hanna City & Western, which are based on 1926–1927 equals 100.

These Multipliers Supersede All Previous Multipliers for This System, Except for Val. Sec. 1A Ill. (in pencil) Which will be forwarded in next day or two.

Submitted (Signed) F. B. Schoetz for Accounts 16, 17, 20, 29, 35.
Senior Engineer—Structural

Submitted..... for Accounts 18, 19, 23
Senior Engineer—Structural

[Fol. 3271]

Recommended.....
Prin. Engr.—Structural

Approved.....
Supervising Engineer

Tightly Bound

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

Holly Creek and Vicinity

	I. ROAD:		
1	Engineering,	17268	17268
2	Land for transportation purposes,		
3	Grading,	4956	4687
4	Underground power tubes,		
5	Tunnels and subways,		
6	Bridges, trestles, and culverts,		
7	Elevated structures,		
8	Ties,	18178	6624
9	Rails,	12939	8354
10	Other track material,	8755	4971
11	Ballast,	2258	226
12	Track laying and surfacing,	9553	6350
13	Right-of-way fences,		
14	Snow and sand fences and snowsheds,		
15	Crossings and signs,	7256	3160
16	Station and office buildings,	370413	257257
17	Roadway buildings,	723	326
18	Water stations,	379	303
19	Fuel stations,		
20	Shops and engine houses,		
21	Grain elevators,		
22	Storage warehouses,		
23	Wharves and docks,		
24	Coal and ore wharves,		
25	Ore handling plants,		
26	Telegraph and telephone lines,		
27	Signals and interlockers,		
28	Power plants, equip. and pipe lines,		
29	Power plant buildings,		
30	Power substation buildings,		
31	Power transmission systems,		
32	Power distribution systems,		
33	Power line poles and towers,		
34	Underground conduits,		
35	Miscellaneous structures,		
36	Paving,		
37	Roadway machines,		
38	Roadway small tools,	819	410
39	Assessments for public improvements,		
40	Operating joint facilities—Cr.,		
41	Coal and ore property,		
42	Timber and stone property,		
43	Other transportation property,	112	58
44	Shop machinery,		
45	Power plant machinery,		
46	Power substation apparatus,		
47	Typical combination units and equipment,		
48	Total I (a) (Carried forward),	498,979	319,495
		49,711	302,287
	II. [illegible]		
	Main [illegible]		
	Other [illegible]		

Total, 1 to 47, inclusive,

448 979 319 495
431 711 302 227

II. Equipment:

Steam locomotives,
Other locomotives,
Freight-train cars,
Passenger-train cars,
Motor equipment of cars,
Floating equipment,
Work equipment,
Miscellaneous equipment,

Total, 51 to 56, inclusive,

III. General Expenditures:

Organization expenses,
General officers and clerks,
Law,
Stationery and printing,
Taxes,
Other expenditures—General,
Interest during construction,

Total, 71 to 77, inclusive,

Grand total, 1 to 70, inclusive,

Grand total—Cents,

Date approved Oct. 7, 1918.

*Here enlarge to Suspension.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. ____ of this valuation section.

Approved: G. S. Douglass

CHARACTER OF PROPERTY AND DESCRIPTION | UNIT | NUMBER OF UNITS | COST OF REPRODUCTION: Per Unit | New, Total | Less Depreciation

(1) (2) (3) (4) (5) (6)

Acct. No. 1 ROAD GRADING

4% on all Valuation Sections except Nos. 5 and 6-711 on which 4½% is estimated, of Cost of Reproduction New of Road Accounts 2 to 47, inclusive as follows:

Valuation Section					
"	0	Missouri	"	"	"
"	1	"	"	"	"
"	2	"	"	"	"
"	3	"	"	"	"
"	4	"	"	"	"
"	5	"	"	"	"
"	6	"	"	"	"
"	7	"	"	"	"
"	7a	"	"	"	"
"	7b	"	"	"	"
"	8	"	"	"	"
"	11	"	"	"	"
"	12	"	"	"	"
"	13	"	"	"	"
"	14	"	"	"	"
"	15	"	"	"	"
"	16	"	"	"	"
"	17	"	"	"	"
"	18	"	"	"	"
"	19	"	"	"	"
"	A	"	"	"	"
Total for State			100		

ACCTS. 71 - 77 - GENERAL EXPENDITURES

Accounts 71 to 75 and 77 - General Expenditures

1-2% of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 2 - Land)

Account 76 - Interest During Construction

6% of Cost of Reproduction New for one-half the construction period, plus 3 months of Road Accounts 1 to 47, inclusive (except Account 2 - Land) and of General Expenditures, Accounts 71 to 75 and 77.

Valuation Section	Acct. No.		Construction Period: Year	Construction Period: Month	Interest Period: Year	Interest Period: Month
0	Mo.	1 to 47	2	0	1	3
1	"	"	2	0	1	3
2	"	"	2	0	1	3
3	"	"	1	0	0	9
4	"	"	2	0	1	3
5	"	"	1	0	0	9
6	"	"	1	0	0	9

Account 76 - Interest During Construction

6% of Cost of Reproduction New for one-half the construction period, plus 3 months of Road Accounts 1 to 47, inclusive (except Account 8 - Land) and of General Expenditures, Accounts 71 to 75 and 77.

Width	Surf. Mix		Construction Period: Year	Construction Period: Month	Interest Period: Year	Interest Period: Month
0	Mix	1 to 47	2	0	1	3
"	"	"	2	0	1	3
"	"	"	2	0	1	3
"	"	"	1	0	0	0
"	"	"	2	0	1	3
"	"	"	1	0	0	0
"	"	"	1	0	0	0
"	"	"	1	0	0	0
"	"	"	1	0	0	0
"	"	"	1	0	0	0
"	"	"	2	0	1	3
"	"	"	2	0	1	3
"	"	"	2	0	1	3
"	"	"	1	0	1	3
"	"	"	2	0	1	3
"	"	"	2	0	1	3
"	"	"	2	0	1	3
"	"	"	2	0	1	3
A			0	6	0	6

Total on 1 to 47

Total on 71 to 75 and 77

Total Account 76

Total for State

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

C.R.I. & P. Cy

Val. Section No. 19 - Mo.

Sheet No. 16 of the valuation section.

Approved:

Acct. No. 16 Title STAS & CEE BLDGS

As shown in Basic Engineering Report 6-30-15					225973	184126
Correction to Basic Engineering Report (Docket #21647)						
Units as of 6-30-15	depreciated to 12-31-27				225972	162479
Retirements - Engineering Report					21384	12756
Retirements - Operating Expense						
Retirements - V.O. 3						
Total Retirements					77852	66644
Additions						
Total for Val.Sec.(1910-14 prices)			78		275440	216167
Multiplier						
Total for Val.Sec.(prices)						

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Acct. No. 16

DITO 12-31-27

78

Deduct from L.D. 4999. 4831.

77

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Acct. No. 16 Title Ter. & Off. Bldg.

As shown in Valuation to Date Report 12-31- 28

				280061	215967
Correction to Basic Engineering Report					
Units as of 12-31-28 depreciated to 12-31-29 (Reduct # 4222 5181.)				280061	210786
Retirements - Engineering Report				35	28
Retirements - Operating Systems				0	0
Retirements - T.G.& S.				0	0
Total Retirements				35	28
Addition				603	603
Total Sub Tel. Acc. (1920-24 prices)		75		280629	211361
Multiplier					
Total Sub Tel. Acct. (prices)					

INTERSTATE COMMERCE COMMISSION

Chicago, Rock Island and Pacific Ry.Co. BUREAU OF VALUATION

Val. Ballast Sec. R-No. Miles Main Line. Miles all Tracks.

LOCATION | CHARACTER OF PROPERTY AND DESCRIPTION | Unit | Number of Units | Cost of Reproduction: Per Unit | Total | Less Depreciation

Acct. No. 16 Title Station - Office Bldgs.

As shown in Valuation to Date Report 12-31-29 c.c.p. 75 280629 211361

Correction to Basic Engineering Report
Units as of 12-31-29 Depreciated to 12-31-30 Deduct $ 3649. 1834
280629 207346

Retirements - Engineering Report 0 0
Retirements - Operating Expense 0 0
Retirements - V.O. 3 436 [illegible]

Total Retirements

Additions 2193 2187

Total for Val. Sec. (1910-14 prices) 75 282822 211154
Multiplier 131
Total for Val. Sec. (prices) 3699118 2766512

As shown in Valuation to Date Report 12-31-30 282386

Correction to Basic Engineering Report
Units as of 12-31-30 Depreciated to 12-31-31 (Dec. $ 3779) 282386 207186
Retirements - Engineering Report 0
Retirements - Operating Expense 0 0
Retirements - V.O. 3 0

Total Retirements 0 0

Additions 574 574

Total for Val. Sec. (1910-14 prices) 75 282960 207760
Multiplier
Total for Val. Sec. (prices)

	Multiplier					
	Total for Val. Sec. (prices)					
As shown in Valuation to Rate Report 12-31-31					252964	
Correction to Basis Engineering Report						
Units as of 12-31-31	Depreciated to 12-31-32 (Dep 3%)				252964	204018
Retirements - Engineering Report					0	0
Retirements - Operating Expense					0	0
Retirements - V.O. 8					0	0
Total Retirements					0	0
Additions					0	0
Total for Val. Sec. (1910-14 prices)				72	252964	204018
Multiplier				131		
Total for Val. Sec. (prices)					370,618	267,057

Form approved Aug. 11, 1930.

*Date subject to determination.

I. C. C. Form No. 577
Owner Kansas, Oklahoma & Gulf Railway and Pacific Railway Company
Operating Company [illegible]
Division [illegible] State Oklahoma
Valuation Docket No. [illegible]
Name of Railroad Valley

O. S. R. [illegible] Miles Main Line, [illegible] Miles all Tracks

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
SUMMARY SHEET

Date of Summary as of June 30, 1927
Date Compiled [illegible]
Compiled by [illegible]
Checked [illegible]
Approved [illegible]

Sched. No.	Class No.	Class	Original Cost to Dec. 31, 1917	Cost of Reproduction: New	Cost of Reproduction: Less Depreciation	Sched. No.	Remarks
		I. Road:	$	$	$		
1	1	Engineering,	20,089	[illegible]	[illegible]	1	20089
2	2	Land for transportation purposes,				2	
3	3	Grading,		5102	4731	3	
4	4	Underground power tubes,				4	
5	5	Tunnels and subways,				5	
6	6	Bridges, trestles, and culverts,				6	
7	7	Elevated structures,				7	
8	8	Ties,		16373	8142	8	
9	9	Rails,	11364	[illegible]	8557	9	7819
10	10	Other track material,		8955	4991	10	
11	11	Ballast,		2328	1164	11	
12	12	Track laying and surfacing,		9866	5624	12	
13	13	Right-of-way fences,				13	
14	14	Snow and sand fences and snowsheds,				14	
15	15	Crossings and signs,		7258	3160	15	
16	16	Station and office buildings,		43842	31648	16	
17	17	Roadway buildings,		855	385	17	
18	18	Water stations,		421	338	18	
19	19	Fuel stations,				19	
20	20	Shops and engine houses,				20	
21	21	Grain elevators,				21	
22	22	Storage warehouses,				22	
23	23	Wharves and docks,				23	
24	24	Coal and ore wharves,				24	
25	25	Gas producing plants,				25	
26	26	Telegraph and telephone lines,				26	
27	27	Signals and interlockers,				27	
28	28	Power dams, canals, and pipe lines,				28	
29	29	Power plant buildings,				29	
30	30	Power substation buildings,				30	
31	31	Power transmission systems,				31	
32	32	Power distribution systems,				32	
33	33	Power line poles and fixtures,				33	
34	34	Underground conduits,				34	
35	35	Miscellaneous structures,				35	
36	36	Paving,				36	
37	37	Roadway machines,				37	
38	38	Roadway small tools,		846	423	38	
39	39	Assessments for public improvements,				39	
40	40	Revenue and operating expenses during const.,				40	
41	41	Cost of road purchased,				41	
42	42	Reconstruction of road purchased,				42	
43	43	Other expenditures—Road,		116	60	43	
44	44	Shop machinery,				44	
45	45	Power plant machinery,				45	
46	46	Power substation apparatus,				46	
47	47	Unapplied construction material and supplies,				47	
		Total, I to 47, inclusive,	$22,313	[illegible]	[illegible]		27,908
		II. Equipment:					
48	51	Steam locomotives,				48	
49	52	Other locomotives,				49	
50	53	Freight-train cars,				50	
51	54	Passenger-train cars,				51	
52	55	Motor equipment of cars,				52	

[fol. 3385] U. P. Exhibit No. 303

Bernice Jackson

May 7, 1940

The Chicago, Rock Island and Pacific Railway Co.

Statement of Total Revenues from Grain Elevators at Kansas City Kansas as shown in Schedule 374 of the annual reports to the Interstate Commerce Commission for the calendar year- 1937, 1938 and 1939

Year 1937

Rental collected from Simonds-Shields-Lonsdale Grain Co. under lease No. A-15536 for terminal elevator at Kansas City, Kansas.	
7 months at $2,963.17 per month	$20,742.19
5 months at $2,391.00 per month	11,955.00
under Lease No. B-19899 for grain storage bins at Kansas City, Kansas.	
7 months at $1,374.84 per month	9,623.88
5 months at $1,109.00 per month	5,545.00
Total Revenues Year 1937	$47,866.07

Year 1938

Rental collected from Simonds-Shields-Lonsdale Grain Co. under Lease No. A-15536 for terminal elevator at Kansas City, Kansas.	
12 months at $2,391.00 per month	28,692.00
under Lease No. B-19899 for grain storage bins at Kansas City, Kansas.	
12 months at $1,109.00 per month	13,308.00
Total Revenues Year 1938	$42,000.00

	Total, 1 to 47, inclusive,	522.313	~~327.445~~ 502.224	~~393.443~~ 353.305	373.394
	II. EQUIPMENT:				
51	Steam locomotives,				51
52	Other locomotives,				52
53	Freight-train cars,				53
54	Passenger-train cars,				54
55	Motor equipment of cars,				55
56	Floating equipment,				56
57	Work equipment,				57
58	Miscellaneous equipment,				58
	Total, 51 to 58, inclusive,				
	III. GENERAL EXPENDITURES:				
71	Organization expenses,				71
72	General officers and clerks,				72
73	Law,				73
74	Stationery and printing,				74
75	Taxes,				75
77	Other expenditures—General,				77
78	Interest during construction,				78
	Total, 71 to 77, inclusive,				
	General total, 1 to 77, inclusive,				
	General total—Other,				

Revised page prepared by direction of the [illegible]

FEB 15 1908

104)

Form approved Oct. 7, 1903.

*Make change to Secretary.

Year 1939

Rental collected from Simonds-Shields-Lonsdale Grain Co. and Simonds-Shields-Theis Grain Co. under Lease No. A-15536 for terminal elevator at Kansas City, Kansas.	
12 months at $2,391.00 per month.....	$28,692.00
under Lease No. B-19899 for grain storage bins at Kansas City, Kansas.	
12 months' at $1,109.00 per month.....	13,308.00
Total Revenues Year 1939	$42,000.00

[fol. 3336]

UNION PACIFIC EXHIBIT No. 304

Bernice Jackson
May 7 1940

The Chicago, Rock Island and Pacific Railway Company
(Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees)
Amounts Charged to Account 511
"Miscellaneous Non-Operating Physical Property," to Which the Rental Received from Simonds-Shields-Lonsdale Grain Company Was Credited, Covering Maintenance Expenses of Terminal Elevator at Kansas City, Kansas

Month		Total Expenses	Description: Insurance	Labor	Repair Material	Vouchers (See Note)	AFE Maintenance (See Note)
January	1937	$139.42	....	$44.42	$....	$95.00	$....(a)
February	1937	315.63	....	68.37	16.26	231.00	....(b)
March	1937	150.45	....	32.01	118.44	....	....
April	1937	....	....	....	....	....	....
May	1937	3.55	....	3.55	....	....	....
June	1937	332.90	....	....	332.90	....	....
July	1937	462.75	....	84.45	378.30	....	....
[fol. 3337]							
August	1937	739.19	....	4.00	241.62	(462.07	$....(c)
						(31.50	....(d)
	(in pencil)	734.40				(in pencil)	(in pencil)
September	1937	[719.40*]	....	209.50	509.90	15.00	....(m)
October	1937	5,961.66	1,049.50	111.93	709.50	4,090.73	....(e)
November	1937	549.95	104.95	....	445.00	....	....
December	1937	112.67	104.95	7.72	....	....	....
Year	1937	[$9,487.57*]	$1,259.40	$565.95	$2,751.92	[$4,910.30*]	....
	(in pencil)	9,502.57			(in pencil)	4,925.30	

[*] Cancelled in copy.

Month	Total Expenses	Description				
		Insurance	Labor	Repair Material	Vouchers (See Note)	AFE Maintenance (See Note)
January 1938	$113.54	$101.98	$11.56	....	....	....
February 1938	106.23	101.98	4.25	....	....	....
March 1938	351.94	101.98	81.18	....	....	168.78(f)
April 1938	221.97	101.98	85.84	34.15	....	....
May 1938	105.98	101.98	4.00	....	....	....
June 1938	1,515.14	101.98	15.58	13.14	1,384.44	....(g)
July 1938	1,689.55	101.98	8.57	....	....	1,579.00(h)
August 1938	281.38	101.98	177.10	2.30	....	....
[fol. 3553]						
September 1938	$351.60	$101.98	$8.21	$241.41	$	$ ....
October 1938	5,048.84	101.98	3.86	....	(2,978.92	....(i)
					(1,964.08	....(j)
November 1938	106.13	101.98	4.15	....	....	....
December 1938	162.34	101.98	60.36	....	....	....
Year 1938	$10,054.64	$1,223.76	$464.66	$291.00	$6,327.44	$1,747.78
January 1939	$200.67	$99.52	$12.37	$88.78	....	....
February 1939	474.87	99.52	....	375.35	....	....
March 1939	534.41	99.52	66.71	368.18	....	....
April 1939	291.03	99.52	79.57	111.94	....	....
May 1939	299.94	99.52	42.44	157.98	....	....
June 1939	919.95	99.52	42.43	174.50	603.50	....(k)
July 1939	657.62	99.52	44.07	514.03	....	....
August 1939	752.02	99.52	....	652.50	....	....
September 1939	466.64	99.52	10.07	357.05	....	....
October 1939	119.65	99.52	13.75	6.38	....	....

[fol. 3389]

November 1939.....	$1,225.56	$99.52	$288.06	$748.39	$....	$89.59(l)
December 1939.....	857.22	99.52	58.86	698.84	....	....
Year 1939.....	$6,799.58	$1,194.24	$658.33	$4,253.92	$603.50	$89.59
Grand Total.....	$26,341.79	$3,677.40	$1,688.94	$7,296.84	$11,841.24	$1,837.37

Note (a) Voucher #411607 favor Westinghouse Elect. Co. Repair Electric Motor, December 1936.
(b) Voucher #421455 favor A. C. Cooke Coal & Cement Co. Repair Windows, January 1937.
(c) Voucher #430917 favor Westside Mach. Works—Repair Car Puller, July 1937.
(d) Voucher #430949 favor Westside Mach. Works—Repair Car Puller, August 1937.
(e) Voucher #501785 favor A. C. Cooke Coal & Cement Co.—Repair Windows, October 1937.
(f) AFE 38-535—Install new ventilators.
(g) Voucher #461965 favor Simonds-Shields-Lonsdale Co.—Repair Matl. furnished 1937.
(h) AFE 38-537—Reinforce & Restore Elevator. Voucher #492273 favor Darby Corp.
(i) Voucher #500973 (Favor Darby Corp. Repair Elevator. Sept. 1938) First Estimate.
(j) Voucher #502275 (Favor Darby Corp. Repair Elevator. Oct. 1938) Final Estimate.

[fol. 3390]

(k) Voucher #461066 favor Westside Mach. Works—Repairs to Machinery—May 1939.
(l) AFE 39-1230—Renew Service Line. Est. Original Cost of Facilities Replaced.
(m) Vo 490851—1st National Bank K C Mo. Escrow fee (this line in pencil).

Office of Auditor Disbursements,
Chicago, Illinois,
April 20, 1940.

[fol. 3391]

U. P. Exhibit No. 305
Bernice Jackson
May 7, 1940

The Chicago, Rock Island and Pacific Railway Company

Statement of Taxes paid on Grain Elevators at Kansas City, Kansas, as shown in Schedule 374 of the Annual Report to Interstate Commerce Commission for the Calendar Years 1937, 1938 and 1939.

Year	Voucher No.	Description	Amount
1937	521966	Taxes on elevators, Wyandotte County, Kansas. First half year 1937.....	$17,127.51
"	461275	Taxes on elevators, Wyandotte County, Kansas. Second half year 1937.....	17,127.50
		Total taxes year 1937.....	$34,255.01
1938	521912	Taxes on elevators, Wyandotte County, Kansas. First half year 1938.....	18,442.81
"	461675	Taxes on elevators, Wyandotte County, Kansas. Second half year 1938.....	18,442.81
		Total taxes year 1938.....	$36,885.62
1939	521559	Taxes on elevators, Wyandotte County, Kansas. First half year 1939.....	$17,039.35
"	#———	Taxes on elevators, Wyandotte County, Kansas. Second half year 1939.....	17,039.35
		Total taxes year 1939.....	$34,078.70

Second half taxes accrued on books, but not paid as of May 7th, 1940.

[fol. 3392]

U. P. Exhibit No. 306
Bernice Jackson
May 8, 1940

The Chicago, Rock Island and Pacific Railway Company

Original Construction and Additions & Betterments
Kansas City Elevators to March 31, 1940

A-F-E No.	Description	Amount
—	Land.....	$7,012.00
2188	Elevator "A" constructed.....	257,252.49
8346	Elevator "B" "	397,058.70
9867	Elevator "C" "	130,801.52
31- 658	Elevator "D" "	255,591.77
	Total Original Cost.....	$1,047,716.48
Additions and Betterments:		
3311	Pump installed in elevator.....	116.58
3502	Grain purifier installed.....	2,405.84
4942	Dust house constructed.....	656.40
6803	Oat bleacher installed.....	10,000.00
7652	Fire escape constructed.....	447.00
11253	Additional machinery installed.....	11,633.00
11730	Electric service leads installed.....	1,646.03
14243	Grain dryer installed.....	30,923.96
16026	Cupola enlarged.....	62,667.15
16625	Scale frame strengthened.....	826.98
20- 475	Dust collecting system replaced.....	29,320.17
20-2806	Office constructed.....	7,875.44
22-1663	Grain door puller installed.....	2,378.49

[fol. 3393]

A-F-E No.	Description		Amount
23-1499	Wheat scourer installed		5,426.20
24- 94	Blower installed		183.00
24- 185	Drain installed in grain pit		399.17
25- 755	Thermometer system installed		4,928.81
27- 111	Car puller replaced		3,835.30
31- 302	Power plant retired	cr.	40,179.40
31- 303	Switchboard replaced		8,976.59
31- 657	Gas burning furnace installed		11,055.78
31- 872	Millwright shop constructed		1,609.37
32- 354	Telephone equipment installed		27.068
32- 503	Grain door pullers improved		172.06
36- 535	Ventilators installed		2,281.40
38- 637	Bins reinforced		785.00
39-1320	Electric power line constructed		189.75
	Total Additions & Betterments		$169,717.69
	Total		$1,217,434.17

[fol. 3393a] U. P. Exhibit No. 307 was not offered in evidence. See pages 594 and 1053 of transcript covering hearing on permanent injunction.

[fol. 3394] U. P. Exhibit No. 308

Bernice Jackson

May 8 1940

(Lease B-19899 with supplements and extensions)

State of Illinois,
County of Cook, ss:

I, George E. Camphausen, a Notary Public in and for said County and State, hereby certify that the attached are true and correct copies of the original lease between the Chicago, Rock Island and Pacific Railway Company and the Simonds-Shields-Lonsdale Grain Company, dated April 1st, 1931, and all subsequent supplements, extensions and assignments thereof, said lease covering elevators and property at Kansas City, Kansas.

(Signed) George E. Camphausen, Notary Public.
My commission expires March 9th, 1943. (Seal.)

[fol. 3395] This Agreement, Made and entered into this 1st day of April, A. D., 1931, by and between The Chicago, Rock Island and Pacific Railway Company, a Corporation

organized and existing under and by virtue of the laws of the State of Illinois and Iowa, party of the first part, hereinafter termed "first party," and the Simonds-Shields-Lonsdale Grain Company, a Corporation organized and existing under and by virtue of the laws of the State of Missouri, party of the second part, hereinafter termed "second party."

Witnesseth:

Whereas, it is deemed advisable for the mutual benefit of both parties for the first party lease unto the second party certain real estate in the City of Kansas City, County of Wyandotte, State of Kansas;

Now, Therefore, for and in consideration of the premises and in further consideration of the covenants hereinafter mentioned to be kept and performed by each of the parties hereto, it is hereby mutually agreed between the parties hereto as follows:

That the first party shall lease and by these presents does hereby lease, unto said second party, the above mentioned real estate, described as follows, to-wit:

All that part of the Southwest Quarter (SW¼) of Section Fifteen (15), Township Eleven (11) South, Range Twenty-Five (25) East, Wyandotte County, Kansas, de- [fol. 3396] scribed as follows:

Beginning at the intersection of the southerly right of way line of the Chicago, Rock Island and Pacific Railway Company with the west line of Seventh Street in the City of Kansas City, Kansas; thence extending north along the west line of Seventh Street, a distance of one hundred eighty-eight (188) feet more or less to a point ten (10) feet southerly from the center line of the said Railway Company's most southerly yard track, measured at right angles thereto; thence westerly parallel with the center line of said track and ten (10) feet southerly therefrom, one hundred forty-five (145) feet more or less; thence southerly one hundred seventy-five (175) feet more or less to a point on the southerly right of way line of the said Railway Company; thence easterly along said southerly right of way line one hundred twenty (120) feet more or less to the point of beginning, containing fifty-six hundredths (0.56) acres more or less.

for the term starting at the date hereof and ending with the thirty-first day of May, A. D., 1938, unless sooner terminated pursuant to the provisions of the next succeeding paragraph hereof.

The parties hereto have concurrently herewith made [fol. 3397] and entered into a certain agreement of even date herewith, under and pursuant to which the second party hereunder and under said agreement has agreed to build and construct on the premises hereby leased, certain grain storage bins, and the first party hereunder and under said agreement has agreed to purchase said storage bins, and to pay to second party as the purchase price thereof, the actual cost of construction of said storage bins in monthly installments upon the terms and provisions in said agreement contained, a copy of said agreement being attached hereto, marked Exhibit "A" and hereby made a part hereof. If the first party shall, pursuant to the terms and provisions of said agreement, exercise its right and option to pay in full the entire purchase price of said storage bins, together with interest thereon as provided in said agreement, prior to the thirty-first day of May, A. D., 1938, then this lease and the term hereby created shall cease and terminate as of the date of the final payment of the purchase price of said storage bins; and the parties hereto shall immediately thereupon make and enter into an agreement of lease with respect to the premises hereby leased and the storage bins to be located thereon as hereinabove provided, for a term beginning at the date of the final payment upon the purchase price of said storage bins as above provided and ending on the thirty-first day of May, A. D., 1938, said agreement of lease to be in the form [fol. 3398] attached hereto, marked Exhibit "B", the rental to be paid thereunder to be the same as the rental paid under the terms of this lease.

The second party covenants and agrees to pay to the first party as rental for the premises hereby leased, the sum of $15,641.36 per annum, payable in equal monthly installments in advance, beginning on the twenty-fifth day of August, A. D., 1931; provided, however, that if said storage bins

(Page 3)

shall not be completed and ready for use on said date, the rent hereunder shall abate until such time as said bins shall be completed and ready to receive, store and handle grain.

Said second party hereby agrees that it will, at its own sole cost and expense, maintain and make all ordinary and necessary repairs to said elevator and to all machinery, fixtures, boilers, appurtenances and appliances in and about said storage bins, during the terms of this lease, and during the entire occupancy of said premises by said second party, so that said storage bins may at all times during the term hereof be kept in proper running condition for the handling of grain therein. But said first party hereby agrees that it will, at its own sole cost and expense, pay taxes and make all extraordinary repairs to said bins which shall have become necessary through the ordinary wear and tear thereof. Such portion of the cost of any replace-
[fol. 3399] ments as are a proper charge to additions and betterments according to the Accounting Classifications of the Interstate Commerce Commission shall, in the manner set forth in the preceding paragraph, be added to the rental payable by said second party.

In Witness Whereof, the parties hereto have caused this instrument to be executed in duplicate, the day and year first above written.

The Chicago, Rock Island and Pacific Railway Company, By J. E. Gorman, Its President.

Attest:

Carl Nyquist, Secretary. (Seal.)

Simonds-Shields-Lonsdale Grain Company, By Fred C. Vincent. Approved: J. A. Stewart, Industrial Commissioner.

Attest:

M. Rosenberg, Secretary. (Seal.)

Form Approved by:

B. E. Dwinell, General Attorney.

(Page 4)

Exhibit "A"

This Agreement, made this 1st day of April, A. D., 1931, by and between The Chicago, Rock Island and Pacific Rail-

way Company, a corporation, hereinafter called "First Party", party of the First Part, and Simonds-Shields-Lonsdale Grain Company, a Corporation, hereinafter called [fol. 3400] "Second Party," party of the Second Part:

Witnesseth:

That, Whereas, the situation leading to the making of this agreement is as follows:

The First Party owns a modern grain elevator of concrete construction and of a capacity of two million six hundred thousand (2,600,000) bushels, located in Kansas City, County of Wyandotte, and State of Kansas, on the south side of the First Party's yard, west of Seventh Street. Said elevator has been and is now under lease to the Second Party. Just east of said elevator is a certain tract of land partly vacant and partly occupied by old structures, which can be made available for the location of additional storage bins. The parties hereto desire additional storage bins to be constructed to increase the capacity of said elevator, and are agreeable to the construction of same upon the terms and conditions hereinafter set forth.

Now, Therefore, for and in consideration of the agreements and covenants herein contained, to be kept and performed by the parties hereto, it is agreed as follows:

Section 1: The ground on which said storage bins shall be located is shown by yellow outline on the plat attached hereto, marked Exhibit "A" and made a part hereof.

Section 2: Under present conditions, the First Party does not desire to

[fol. 3401] (Page 2)

finance the construction of such storage bins, and the Second Party has offered to and will construct said storage bins at its sole cost and expense, subject to the purchase of same by the First Party as hereinafter provided. The ownership shall be in the Second Party until payment for said bins has been made by the First Party, as in this agreement specified.

Section 3: The First Party is now clearing the property outlined in yellow on said Exhibit "A", of all buildings and structures, and shall complete that work. The cost

thereof to be paid by the Second Party and to constitute a part of the cost of the construction of the bins.

Section 4: The Second Party agrees that said storage bins shall be constructed by it in accordance with plans which shall be prepared upon the usual standards for the construction of grain storage bins, and which plans shall be approved by both parties hereto, before the construction of said bins is commenced. The cost of said bins shall be approximately Two Hundred Fifty Thousand Dollars ($250,000.00), plus approximately Four Thousand Dollars ($4,000.00), for clearing said ground.

Section 5: The Second Party shall let the contract for the construction of said storage bins, but only upon the written approval of the First Party, it being understood and agreed that whatever contractor secures the job of constructing said storage bins shall construct the same [fol. 3402] subject to the supervision of the First Party. If either party hereto desires to make any change from the plan as originally approved by the parties hereto, such change shall be made by the Second Party with the approval of the other. Any additional cost which may accrue by reason of any change so made shall be included as a part of the cost of constructing said storage bins.

Section 6: The Second Party will pay the cost of constructing said

(Page 3)

storage bins, promptly as bills therefor come due; provided, however, that all bills paid by the Second Party shall be first approved by the First Party or its representative designated or appointed by it for that purpose. Upon the completion of said storage bins, the Second Party shall furnish the First Party satisfactory evidence that all of the material and labor entering into construction of said storage bins has been paid for and the same has been completed free and clear of Mechanic's Liens. Provided, However, that if the Second Party wishes to contest any claim or Mechanic's Liens filed against said storage bins, it may do so provided it furnishes the First Party, if required by the First Part-, indemnity bond satisfactory to the First Party

in the penal sum of One Hundred Ten Per Cent (110%) of such claim or Mechanic's Lien.

Section 7: It is understood and agreed by and between the parties hereto that as soon as possible after the com- [fol. 3403] pletion of said storage bins, the First Party shall appoint a representative to meet a representative of the Second Party to check the bills covering labor and material used in constructing said building, in order to determine the actual cost thereof. Said actual cost shall include the cost of material, labor, engineering, insurance and interest during the construction period and such other costs as properly comprise the cost of construction according to standard accounting practice, and in addition thereto the cost of clearing the ground. Said representatives shall prepare a statement, itemizing the cost in line with the headings herein contained, and execute same in duplicate, one copy of which shall be attached to the original of this agreement and one copy to the counterpart, and shall be made a part of said agreement.

Section 8. The First Party has agreed, and does hereby agree, to purchase said storage bins from the Second Party and the Second Party *and the Second Party* has agreed and does hereby agree to sell said storage bins to the First Party upon payment being

(Page 4)

made as in this section provided. The purchase price to be paid by the First Party to the Second Party and which the Second Party hereby agrees to accept shall be the actual cost of said storage bins as determined in accordance with Section 7 hereof. Said purchase price shall be paid by the [fol. 3404] First Party in monthly installments of Twenty Five Hundred Dollars ($2500.00), which shall be applied on the purchase price and in addition thereto the First Party shall pay with each installment, interest in the sum of One-Twelfth (1/12) of Five Per Cent (5%) on the balance of the total purchase price remaining unpaid during the proceeding month. The First payment of principle and interest shall be made on the first of the calendar month following the completion of said storage bins, and said payment of principle and interest shall continue consecutively

on the first day of each succeeding calendar month, until the total purchase price is paid in full. The First Party shall have the right to make larger payments to apply on the principle amount at any time.

Section 9. Said storage bins (and all material used in the construction thereof, during the period of construction), is hereby declared to be personal property and ownership thereof and title thereto is in the Second Party. The Second Party hereby agrees that upon the payment of the total purchase price and interest as aforeaid by the First Party, that the title in said storage bins shall immediately vest in the First Party, free and clear of all liens, and that the Second Party shall have no claim nor further interest in or to said storage bins thereafter, as owner.

To guarantee that when said title vests in the First Party in accordance with provisions of the first paragraph of [fol. 3405] this section, the First Party will receive evidence of the transfer of title, the parties agree that there shall be immediately deposited in escrow with the First National Bank of Kansas City, Kansas City, Missouri, a document, in form to be approved by First Party, fully executed

(Page 5)

by Second Party, and evidencing payment in full of the purchase price and interest thereon as herein provided, and conveying to First Party, free and clear of all liens, the said storage bins. Upon presentation to said bank, as Escrow Agent, of the receipts of Second Party, its successors or assigns, showing payment in full of the principle of and interest on said purchase price, or other evidence of the payment thereof, said Escrow Agent, without being required or obligated to inquire into or ascertain any other fact or circumstance in connection therewith, shall deliver said document to First Party.

Section 10. As part of this transaction, Second Party is, contemporaneously herewith, executing as Lessee a lease upon the land upon which said storage bins are to be located; in event of default in the payment of any sum or sums required to be paid by the First Party hereunder, the rental thereafter accruing under said lease shall be applied upon the payments hereunder so in default, and Second Party

shall also have the right to apply upon the payments so in [fol. 3406] default so much of any other sum or sums due at that time from the Second Party to the First Party, under or pursuant to any other contract or contracts between said parties, excepting only contracts for transportation by First Party as a Common Carrier, as shall be necessary to make good any deficiency remaining. In case Second Party shall default in the payment of any rent under the above-mentioned lease, and/or any other sum or sums due to First Party from Second Party under or pursuant to any other contract or contracts between said parties, excepting only contracts for transportation by First Party as a Common Carrier, First Party shall have the right to apply upon such payment so in default the payments thereafter required to be made by First Party hereunder, or so much thereof as shall be necessary to make good any such default. The remedies provided in this paragraph shall be cumulative and not exclusive.

Section 11: It is further understood and agreed that the First Party as

(Page 6)

purchaser aforesaid shall keep said storage bins fully insured against loss or damage from fire, tornado and/or explosion. The policy shall be made payable to The First National Bank of Kansas City, Kansas City, Missouri, as Trustee for the first and second parties, as their interest may appear; in event of destruction or damage of any of [fol. 3407] said grain bins by either fire, tornado and/or explosion or all or any one of them, for same are damaged to such an extent as to render them unfit for occupancy or operation, then and in such event it shall be optional with the First Party as to whether proceeds of such insurance shall be applied to rebuilding or restoring said storage bins and if the First Party elects that said proceeds shall not be so applied, then and in that event said First Party shall pay to the Second Party the balance of said purchase price and the proceeds of said insurance shall be paid to the First Party.

Section 12: Upon expiration of the lease mentioned in Section 10, the First Party shall pay the balance due under this contract or renew the lease, upon terms agreeable to the parties, for a period of at least equal to the period re-

quired to complete the payment of said purchase price as provided in Section 8 hereof.

In Witness Whereof, the parties hereto have caused these presents to be executed the day and year first above written.

The Chicago, Rock Island and Pacific Railway Company, (Signed) by L. C. Fritch, Its —.

Attest: (Signed) Carl Nyquist, Secretary.

Simonds-Shields-Lonsdale Grain Company, (Signed) By Fred C. Onstreet, President.

Attest: (Signed) M. Rosenburg, Secretary.

[fol. 3408] EXHIBIT "B"

(Page 1)

This Agreement, Made and entered into this — day of —, A. D. 1931, by and between The Chicago, Rock Island and Pacific Railway Company, a Corporation organized and existing under and by virtue of the laws of the States of Illinois and Iowa, party of the first part, hereinafter termed "first party," and the Simonds-Shields-Lonsdale Grain Company, a Corporation organized and existing under and by virtue of the laws of the State of Missouri, party of the second part, hereinafter termed "second party."

Witnesseth:

Whereas, it is deemed advisable for the mutual benefit of both parties for the first party to lease unto the second party a certain grain elevator in the City of Kansas City, County of Wyandotte, State of Kansas, commonly known and described as the "Grain Storage Annex," owned by said first party; for the handling, transferring and storing of grain owned, shipped by, or in which either party hereto may have an interest; or which either party may desire to have handled, transferred or stored therein;

Now, Therefore, for and in consideration of the premises and in further consideration of the covenants hereinafter mentioned to be kept and performed by each of the parties hereto, it is hereby mutually agreed between the parties [fol. 3409] hereto as follows:

That the first party shall lease and by these presents does hereby lease, unto said second party, the above mentioned elevator, situated upon the following decribed property, namely:

All that part of the Southwest Quarter (SW¼) of Section Fifteen (15), Township Eleven (11) South, Range Twenty-Five (25) East, Wyandotte County, Kansas, described as follows:

Beginning at the intersection of the southerly right of way line of the Chicago, Rock Island and Pacific Railway Company with the west line of Seventh Street in the City of Kansas City, Kansas; thence extending north along the west line of Seventh Street a distance of one hundred eighty-eight (188) feet more or less to

(Page 2)

a point ten (10) feet southerly from the center line of the said Railway Company's most southerly yard track, measured at right angles thereto; thence westerly parallel with the center line of said track and ten (10) feet southerly therefrom, one hundred forty-five (145) feet more or less; thence southerly one hundred seventy-five (175) feet more or less to a point on the southerly right of way line of the said Railway Company; thence easterly along said south-
[fol. 3410] erly right of way line one hundred twenty (120) feet more or less to the point of beginning, containing fifty-six hundredths (0.56) acres more or less, for the term ending with the thirty-first day of May, A. D. 1938, subject, however, to the expressed condition that the second party shall not receive or store in said elevator any grain which it cannot require the removal of upon the termination of this agreement or any extension thereof, whether accomplished by the expiration of its term, or upon a forfeiture as hereinafter provided.

The second party covenants and agrees to pay to the first party, as rental for said leased premises, the sum of — per annum, payable monthly in advance at the rate of — per month on the first day of each month during the term of this lease.

The second party further agrees to pay, in addition to the rents above set out, rental at the rate of six per cent

(6%) per annum on the cost of any additions or betterments made to said premises during the term of this lease.

Said second party hereby agrees that it will, at its own sole cost and expense, maintain and make all ordinary and necessary repairs to said elevator and to all machinery, fixtures, boilers, appurtenances and appliances in and about said elevator, during the term of this lease, or any extension thereof, and during the entire occupancy of said premises [fol. 3411] by said second party, so that said elevator may at all times during the term hereof be kept in proper running condition for the handling of grain therein. But said first party hereby agrees that it will, at its own sole cost and expense, make all extraordinary repairs to said elevator, and necessary replacements of all machinery, fixtures, boilers, appurtenances and appliances in and about said elevator which shall have become necessary through the ordinary wear and tear thereof. Such portion of the cost of any replacements as

(Page 3)

are a proper charge to additions and betterments according to the Accounting Classifications of the Interstate Commerce Commission shall, in the manner set forth in the preceding paragraph, be added to the rental payable by said second party.

The second party further agrees that during the term of this lease it will keep said elevator open and operate the same diligently for the handling and shipping of grain.

It is expressly agreed that if, at any time during the existence of this agreement, the second party shall permit the elevator hereby leased to remain unoccupied or not operated in the regular course of business for a period of sixty (60) days, then, in such event, and at the end of thirty (30) days' notice in writing, given by the first party to the second party, this agreement shall be terminated and all rights of the second party to said elevator shall be and [fol. 3412] become at once null and void and the second party agrees to then surrender peaceably possession thereof to the first party.

It is further understood by and between the parties hereto that in case said elevator is destroyed by fire, or rendered unfit for occupancy or operation, it shall be optional with the first party as to whether it shall rebuild said elevator, or restore it again to a condition suitable for operation.

The second party further covenants and agrees that it will not assign this lease nor sublet said leased premises, or any part thereof, without the written consent of the first party being first had and obtained.

It is further understood and agreed that said second party will handle, transfer and store any grain which the first party may desire to have handled, transferred or stored in said elevator, and said second party will deliver to said first party proper weighing tickets signed by the officials weighmaster whenever required to do so by the first party.

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It is further covenanted agreed by and between the parties hereto that during the period of this lease, or any extension thereof, the first party shall have the right to enter and use the ground connected with and not occupied by said elevator, or building adjacent to and used in connection therewith, for the purpose of laying track or tracks [fol. 3413] and using the same when laid for its necessary business, allowing to said second party convenient and reasonable facilities for the transaction of its business on said land, and for the ingress and egress over the same to and from said elevator, and buildings adjacent to and used in connection therewith.

The second party further covenants and agrees that, at the expiration of this lease, as hereinbefore provided, or sooner termination thereof by forfeiture, it will yield up said premises to the first party in as good condition as at present, loss by fire, unavoidable accidents and ordinary wear and tear excepted.

The second party further covenants and agrees with the first party that it will pay all water assessments levied or charged on said premises for and during the term for which this lease is granted, or any extension thereof, and save the premises and the said first party harmless therefrom, and will keep the said premises in a clean and healthy condition in accordance with the ordinances of the City of Kansas City, Kansas, and the direction of the proper officers of said first party; and if the said first party shall be required to pay any water rates or water assessments on said premises, or for ordinary repair to hydrants, supply or waste pipes, or required to clean said premises under order of competent authority, in accordance with the laws and ordi-

nances of the City of Kansas City, Kansas, and the rules and regulations of said first party, the expense thereof shall [fol. 3414] be repaid to the said first party by said second party, on presentation of proper bills therefor.

The first party expressly reserves the right at all times during the term hereof to enter into and upon the premises hereby leased to the second party

(Page 5)

for the purpose of re-claiming therefrom grain doors or grain door boards taken from cars delivered to or set at said elevator.

The second party further agrees to permit the first party, or its representatives, to have free access at all reasonable hours to the said grain elevator, and the premises herein leased, for the purpose of examining the same, with the understanding, however, that such examination will not in any way interfere with the operation of said grain elevator building by the second party, or the second party's use of the premises upon which it is situated.

It is hereby expressly agreed that as to all grain, as well as other property of whatsoever kind, owned or controlled by said second party, or in which it is interested either through a subsidiary, or otherwise, or which said second party may have in storage for others, from time to time kept, placed or stored either in, or upon or about said grain elevator or the first party's premises at any time used in connection therewith,

[fol. 3415] (a) the policies of insurance obtained by said second party for its protection against loss or damage through fire or explosion or both, shall contain a clause waiving by the insurer all rights of subrogation in favor of the insured as against the first party hereto; such policies of insurance to be submitted for inspection of first party, at any time upon its request; and

(b) said second party shall, and it does hereby release, and agrees to protect, indemnify and save harmless, the first party, its successors, lessees and assigns, from all liability for loss or damage suffered or sustained as to said grain and other property arising from or growing out of fire connected with the operation of the first party's railroad or its engines or cars, whether caused by negligence of the first party, its employes, or otherwise.

It is further agrees that liability for all injuries to or deaths of persons (including not only employes of each party hereto but also third persons), and loss of or damage to property (including not only that of each party hereto but also that of their employes and third persons), occur--ing in or about the premises hereby leased to the second party, shall, as between the parties hereto, be assumed and [fol. 3416] borne by them respectively, as follows:

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(a) When due to the negligence of the first party, or its employes (regardless of whether any act of a third party shall contribute thereto or concur therewith), the first party shall be responsible therefor.

(b) When due to the negligence of the second party, or its employes (regardless of whether any act of a third party shall contribute thereto or concur therewith), the second party shall be responsible therefor.

(c) When due to the concurring negligence of both parties hereto, or their respective employes (irrespective of whether or not any act of a third party shall contribute thereto or concur therewith), or when the cause thereof cannot be determined, the parties hereto shall be responsible therefor jointly and equally to the extent they may be held legally liable therefor.

Each party hereto hereby covenants and agrees to indemnify, protect and save harmless the other party hereto of and from all claims, demands, judgments, recoveries, costs and expenses, including attorneys' fees, on account of liability the responsibility for which it has herein expressly assumed as aforesaid, or to the extent that it has so expressly assumed liabilities therefor.

In case a suit or suits shall be commenced against either [fol. 3417] party hereto for or on account of any damage or injury for which the other party hereto is liable under this agreement, the party so sued shall give to the other party notice in writing of the pendency of such suit, and thereupon the other party shall and will assume the defense of such suit, and shall and will save and hold harmless the party so sued from all loss, cost and expense by reason thereof. Neither party hereto shall be concluded by any judgment against the other party hereto unless it shall have had reasonable notice that it was required to defend,

and reasonable opportunity to make such defense. When such notice and opportunity shall have been given, the party so notified shall be concluded by the judgment as to all matters which could have been litigated in such suit.

This agreement, and all the terms and conditions, rights and obligations herein contained, shall extend to and bind or inure to the benefit of, as the case may require, not only the parties hereto, but their respective successors, lessees and assigns, the same as if in every case expressed.

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In Witness Whereof, the parties hereto have caused this instrument to be executed in duplicate, the day and year first above written.

The Chicago, Rock Island and Pacific Railway Company.

[fol. 3418] Attest: ——, Secretary.

Simonds-Shields-Lonsdale Grain Company.

Attest: ——, Secretary.

State of Illinois,
County of Cook, ss:

On this 17th day of April before me, appeared J. E. Gorman, to me personally known, who being by me duly sworn, did say that he is the President of the Chicago, Rock Island and Pacific Railway Company, a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said J. E. Gorman acknowledged said instrument to be the free act and deed of said corporation.

In Witness Whereof, I have hereunto set my hand and affixed my notorial seal at my office in Chicago, Illinois, the day and year first above written.

——, Notary Public. My Commission Expires: — day of —.

[fol. 3419] Escrow Receipt

(Page 1)

The First National Bank of Kansas City acknowledges receipt from Simonds, Shields Lonsdale Grain Company,

of the following described checks, money, documents or property, to-wit: Bill of Sale dated August 25th, 1931, executed by Simonds-Shields-Lonsdale Grain Co. covering bins referred to in contract dated April 1st, 1931 between Simonds-Shields-Lonsdale Grain Co. and The Chicago, Rock Island and Pacific Railway Co., a photostatic copy of which is also deposited hereunder.

which it agrees to hold as Escrow Agent under the following instructions, to-wit:

under terms and conditions of contract above described, provided, however, that it is understood and agreed that the Escrow Agent shall not be responsible for the lodging with it of any insurance policies or for the sufficiency of any fire, tornado or explosion insurance or for the renewals thereof required to be carried on the subject matter of the contract but the Escrow Agent agrees to advise Simonds-Shields-Lonsdale Grain Co. in the event any insurance policies lodged with it are withdrawn or cancelled or if the beneficiary thereunder is changed to someone other than The First National Bank of Kansas City, Trustee. In the event Escrow Agent receives any insurance moneys covering any losses it shall not be required to pay interest thereon and [fol. 3420] shall hold the same until such time as it is directed to distribute the same in accordance with the joint written instructions of Simonds Shields Lonsdale Grain Co. and The Chicago, Rock Island and Pacific Railway Co. It is also understood and agreed that the exact amount required to be paid under the contract aforesaid has not been determined as of this date and the undersigned parties agree to furnish the Escrow Agent as quickly as possible a statement of reflecting the indebtedness and the details of payments thereof and until such time as the Escrow Agent receives such statement it shall be under no obligation to deliver the bill of sale in the manner specified in the contract aforesaid.

But subject, however, to the terms, exceptions, provisions and conditions hereinafter stated which are acceptable to and approved by all of the parties by accepting this receipt:

1. The Escrow Agent shall be liable as a depositary only and shall not be responsible for the sufficiency or accuracy

of the form, execution or validity of documents deposited hereunder, or any description of property or other thing therein, nor shall it be liable in any respect on account of the identity, authority or rights of the persons executing or delivering, or purporting to execute or deliver any such document or paper.

2. The Escrow Agent shall not be liable for collection items until the proceeds of the same in actual cash have been [fol. 3421] received; nor shall it be liable for the default in payment of any installment of principal or interest, nor the outlawing of any rights under the Statute of Limitations in respect to any documents deposited; nor for interest on any deposit of money. It may rely upon any paper, document or other writing believed by it to be authentic in making any delivery of money or property hereunder.

3. The Escrow Agent ~~shall be entitled to reasonable compensation for its service;~~ may employ attorneys for the reasonable protection of the escrow property and of itself and shall have the right to reimburse itself out of any funds in its possession for costs, expenses, attorneys fees and its compensation and shall have a lien on all money, documents or property held in escrow to cover same.

(Appearing in left hand margin)

Escrow fees $15.00 per annum to be paid by the Chicago, Rock Island & Pacific Ry. Co. covering the usual administration of the account and an additional reasonable fee to be paid by either or both parties covering the collection and distribution of insurance moneys received in settlement of losses from fire, tornado or explosion damages.

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4. In accepting any funds, securities or documents delivered hereunder, it is agreed and understood that, in the event of disagreement between the parties hereto, the Escrow [fol. 3422] Agent will, and does, reserve the right to hold any money in its possession, and all papers in connection with or concerning this escrow, until a mutual agreement has been reached between all of said parties or until de-

livery is legally authorized by final judgment or decree of court.

Executed in triplicate.

The First National Bank of Kansas City, by (Signed) F. I. Riley, a Trust Officer.

Date August 25, 1931.

Approved: The Chicago, Rock Island & Pacific Ry. Co. (Signed) L. C. Fritch, Vice-President. Simonds-Shields-Lonsdale Grain Co., (Signed) Fred C. Vincent, Pres.

(Page 1)

This Agreement, Made in duplicate and entered into this 19th day of January, A. D., 1932, between The Chicago, Rock Island and Pacific Railway Company, a Corporation, party of the first part, hereinafter termed "First Party", and the Simonds-Shields-Lonsdale Grain Company, a Corporation, party of the second part, hereinafter termed "Second Party".

Witnesseth:

Whereas, the First Party owns a grain elevator located in Kansas City, Kansas, which has been for some years leased to the Second Party; and

[fol. 3423] Whereas, the parties hereto, through mutual understanding and arrangements, constructed grain storage bins as an addition to said elevator; and

Whereas, heretofore and on, to-wit, the 1st day of April, A. D., 1931, the parties hereto entered into an agreement in writing, whereby the Second Party leased from the First Party said grain bins at an annual rental of Fifteen Thousand Six Hundred Forty One Dollars and Thirty Eight Cents ($15,641.38). Said rental was determined upon an approximate cost of said grain bin, and upon the understanding that said agreement dated April 1, 1931 would be amended with respect to the rent upon determining the actual cost of said grain bins; and

Whereas, the actual cost of said grain bins has now been determined and the parties hereto desire to amend said agreement dated April 1, 1931, as follows:

The second paragraph on Page 3 of said agreement reads as follows:

"The second party covenants and agrees to pay to the first party as rental for the premises hereby leased, the sum of $15,641.38 per annum, payable in equal monthly installments in advance, beginning on the twenty fifth day of August, A. D., 1931; provided, however, that if said storage bins shall not be completed and ready for use on said date, [fol. 3424] the rent hereunder shall abate until such time as said bins shall be completed and ready to receive, store and handle grain."

It is Understood and Agreed, between the parties that the above-mentioned paragraph is hereby modified and amended as follows:

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"The second party covenants and agrees to pay to the first party as rental for the premises hereby leased, the sum of $16,498.11 per annum, payable in equal monthly installments in advance, beginning on the 25th day of August, 1931, provided, however, that if said storage bins shall not be completed and ready for use on said date, the rent hereunder shall abate until such time as said bins shall be completed and ready to receive, store and handle grain."

Beginning with the 25th day of August, 1931, the Second Party agrees to pay to the First Party Sixteen Thousand Four Hundred Ninety Eight Dollars and Eleven Cents ($16,498.11) per annum, payable in equal monthly installments, in advance, and the First Party agrees to accept such sum or sums as rental on said grain bins.

Except as modified and amended herein, said agreement dated April 1, 1931 shall remain in full force and effect.

In Witness Whereof, the parties hereto have caused [fol. 3425] these presents to be executed in duplicate, the day and year first above written.

The Chicago, Rock Island and Pacific Railway Company, by J. A. Stewart, Its Industrial Commissioner.

Attest: Carl Nyquist, Secretary. (Seal.)

Simonds-Shields-Lonsdale Grain Company, by Fred C. Vincent, Its President.

Attest: M. Rosenberg, Secretary.

Form Approved: B. E. Dwinell, General Attorney.

Lease B-19899

The Chicago, Rock Island & Pacific Railway Company. The Chicago, Rock Island & Gulf Railway Company, 1012 La Salle Street.

J. A. Stewart, Industrial Commissioner.
R. E. Dugan, Ass't Industrial Commissioner.

[fol. 3426] File 3316

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Chicago, Ill.,
February 26, 1932.

Mr. Fred C. Vincent, President, Simonds-Shields-Lonsdale Grain Company, Kansas City, Missouri.

Dear Mr. Vincent:

Under date of April 1, 1931, the Chicago, Rock Island and Pacific Railway Company entered into a contract with the Simonds-Shields-Lonsdale Grain Company relative to extending a certain lease between these two companies on the elevator owned by the Railroad Company in Kansas City, Kansas. This supplement further provided for the construction of a grain dryer and dust collecting system at an estimated cost of $12,000.

Section #2 of the supplement provided that the Chicago, Rock Island and Pacific Railway Company borrow $12,000 from the Simonds-Shields-Lonsdale Grain Company, and section #3 of the supplement provided for re-payment by the Chicago, Rock Island and Pacific Railway Company to the Simonds-Shields-Lonsdale Grain Company the sum borrowed under section #2 of the agreement.

Upon the actual construction of the grain dryer and dust collector the bill for same was paid by the Chicago, Rock Island and Pacific Railway Company to the contractor, and the sum as above-mentioned was not borrowed by the Chicago, Rock Island and Pacific Railway Company from the [fol. 3427] Simonds-Shields-Lonsdale Grain Company, and for the reason section #2 and section #3 of said supplemental contract dated April 1, 1931 are inoperative and of no force or effect.

This letter is written in duplicate, the original to be attached to the original counterpart of the supplemental con-

tract, and I am mailing you the duplicate so that it may be attached to your copy of the contract.

Yours very truly, (Signed) J. A. Stewart, Industrial Commissioner.

(Page 2)

This Agreement, Made in duplicate and entered into this Sixth day of August, A. D. 1937, between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, as Trustees and not as individuals, parties of the first part, hereinafter termed "First Parties", and the Simonds-Shields-Lonsdale Grain Company, a Corporation, party of the second part, hereinafter termed "Second Party".

Witnesseth:

Whereas, the First Parties own a grain elevator and grain bins, located in the City of Kansas City, Kansas, which are leased to the Second Party under lease dated April 1, 1931, with supplements thereto, under the terms of which the second party pays an annual rental of Sixteen [fol. 3428] Thousand Four Hundred Ninety-eight Dollars and Eleven Cents ($16,498.11).

Now Therefore, it is understood and agreed between the parties that the above-mentioned rental is hereby reduced, effective August 1, 1937, to Thirteen Thousand Three Hundred Eight Dollars and No Cents ($13,308.00) per annum, payable in equal monthly installments of One Thousand One Hundred Nine Dollars and No Cents ($1,109.00).

Except as revised herein, said agreement dated April 1, 1931, shall remain in full force and effect.

In Witness Whereof, the parties hereto have caused these presents to be executed in duplicate, the day and year first above written.

Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company. By (Signed) J. A. Stewart, Industrial Commissioner for Trustee.

Attest: (Signed) W. Vander Pool, Secretary.

Simonds-Shields-Lonsdale Grain Company. By (Signed) F. A. Theis.

Attest: (Signed) M. Rosenburg, Secretary.

(Page 1)

This Agreement, Made in duplicate and entered into this Twenty-eighth day of May, A. D. 1938, between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees [fol. 3429] of *of* the Estate of The Chicago, Rock Island and Pacific Railway Company, as Trustees and not as individuals, parties of the first part, hereinafter termed "First Parties", and the Simonds-Shields-Lonsdale Grain Company, a Corporation, party of the second part, hereinafter termed "Second Party".

Witnesseth:

Whereas, a certain agreement was entered into between said Railway Company and the second party under date of the First day of April, A. D. 1931, whereby said Railway Company leased to the Second Party a certain elevator and grain bins, located in the City of Kansas City, Wyandotte County, Kansas; and

Whereas, said Railway Company and the second party entered into an agreement dated January 19th, A. D. 1932, and said Trustees and the second party entered into an agreement dated August 6th, A. D. 1937, for the purpose of modifying and amending said agreement dated April 1st, A. D. 1931; and

Whereas, the Second Party requests that the term of said lease be extended for a term of five (5) years from May 31st, A. D. 1938, and the First Parties are willing to grant such renewal in the extension of said lease;

Now, Therefore, for and in consideration of the covenants and agreements herein contained to be kept and mutually performed by the parties hereto, it is agreed as [fol. 3430] follows:

Section 1:

First: The term of said agreement of lease dated April 1st, 1931, as amended and modified by the aforesaid

(page 2)

supplemental agreements of January 19, 1932, and August 6, 1937, is hereby extended from June 1st, A. D. 1938, for a period of Five (5) Years, ending on the 31st day of May, A. D. 1943, unless sooner terminated as hereinafter provided.

Second: For the use of said premises, the second party agrees to pay at the office of the Treasurer of the first parties, in the City of Chicago, Illinois, the sum of Thirteen Thousand Three Hundred Eight Dollars ($13,308.00) per annum, payable monthly in advance at the rate of One Thousand One Hundred Nine Dollars ($1,109.00) per month, payable on the first of each month during the term of this lease.

Third: It is hereby understood and agreed that either the First Parties or the Second Party may terminate this lease prior to the date of expiration hereinbefore mentioned, by giving to the other party ninety (90) days' written notice prior to the end of any crop year. The crop [fol. 3431] year ends as of June 30th.

Fourth: If said extension of lease shall be terminated as hereinbefore provided, before the First Parties shall have completed payments for the bins, as set forth in Exhibit "A" of the original lease dated April 1, 1931, the balance under this agreement shall, at the option of the First Parties, either become due and payable upon termination of the lease or shall be paid in monthly installments of Two Thousand Five Hundred Dollars ($2,500) until said balance shall have been paid.

Section 2: Except as hereby modified, each and all of the terms, covenants and conditions of said agreement of lease of April 1st, A. D. 1931, as modified by Supplemental agreements of January 19th, A. D. 1932, and August 6th, A. D. 1937, shall be deemed and construed to be in effect as fully and to the same extent as though set out at length herein.

This agreement shall be binding upon and inure to the benefit of the parties hereto and their successors and assigns; provided that, the second party shall not assign or sublease without consent of the first parties.

In Witness Whereof, the parties hereto have caused these presents

(Page 3)

to be duly executed the day and year first above written.

[fol. 3432] Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago Rock Island and Pacific Railway Company, by (Signed) J. A. Stewart, Industrial Commissioner for Trustees.

Attest: (Signed) W. Vanderpool, Ass't Secretary for Trustees (Ass't written in pen and ink).

Simonds-Shields-Lonsdale Grain Company, by (Signed) F. A. Theis.

Attest: (Signed) M. Rosenburg, Secretary.

(Page 1)

Whereas, heretofore and as of the First Day of April, A. D. 1931, an agreement was entered into between The Chicago, Rock Island and Pacific Railway Company, as First Party, and the Simonds-Shields-Lonsdale Grain Company, as Second Party, whereby the First Party leased to the Second Party a certain grain elevator and grain bins, located in Kansas City, Wyandotte County, Kansas; and

Whereas, further agreements were entered into between said parties under date of January 19th, A. D. 1932, and between Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock [fol. 3433] Island and Pacific Railway Company, and said Second Party, under dates of August 6th, 1937, and May 28th, 1938, for the purpose of modifying and amending said original lease dated April 1st, 1931; and

Whereas, since the making of the aforesaid agreements the interest of the Simonds-Shields-Lonsdale Grain Company in and to said lease and the use of the property has passed to Frank A. Theis, an individual;

Now, Therefore, Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company, as Trustees and not as individuals, and said Frank A. Theis mutually adopt and agree to be bound by each and all of the terms, covenants and conditions of said agreement dated April 1st, 1931, with supplements thereto as above enumerated, in all respects as if said Trustees and said Frank A. Theis had

originally entered into such agreements as First Parties and Second Party respectively.

This agreement shall inure to the benefit of and be binding upon the successors and assigns of the said Trustees in the ownership of said leased properties.

(Page 2)

In Witness Whereof, the parties hereto have executed this agreement this Thirtieth day of June, A. D. 1939.

Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company.

[fol. 3434] By (Signed) J. B. Angell, Real Estate and Tax Commissioner for Trustees.

(Signed) Frank A. Theis

Witness:
(Signed) M. Rosenburg.

Simonds-Shields-Lonsdale Grain Co.
Kansas City, Mo.

F. J. Fitzpatrick
Cable—Simshields

Frank A. Theis, Pres.; E. F. Emmons, Vice-President; F. L. Rosenbury, Secy.-Treas.; Fred C. Vincent, Chairman of the Board.

June 30, 1939.

First National Bank, Kansas City, Missouri

Gentlemen:

You have in your possession under your escrow receipt, dated August 25, 1931, and approved by Simonds-Shields-Lonsdale Grain Company and The Chicago, Rock Island and Pacific Railway Company, a certain bill of sale to certain storage bins. By the terms of said escrow receipt you are to deliver said receipt to the said the Chicago, Rock Island and Pacific Railway Company upon presentation to the bank of receipts of the undersigned, its successors and assigns, showing payment in full of the sum of $274,968.52 with interest thereon.

By agreement between Simonds-Shields-Lonsdale Grain [fol. 3435] Company and Frank O. Lowden, James E. Gor-

man and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, the said interest rate of 5% per annum was, effective August 1, 1937, reduced to 4%.

You are hereby notified that the right to receive further payments on account of said principal sum and interest has been transferred and assigned by the undersigned to Frank A. Theis, as of June 30, 1939.

You are hereby authorized to deliver the said bill of sale to Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company, or their successors and assigns in the ownership and operation of the properties of said Estate, upon presentation of receipts described in said contract of April 1, 1931, (changes in interest rate reflected) executed by the undersigned or Frank A. Theis.

Yours very truly, Simonds-Shields-Lonsdale Grain Company, By (Signed) Frank A. Theis, President.

Approved: Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, By (Signed) J. B. Angell, Real Estate and Tax Commissioner for Trustees.

Accepted: The First National Bank of Kansas City, By [fol. 3436] (Signed) Edward N. Cox, F. T. R., Authorized Officer.

(In right hand margin—"Form approved: (Signed) B. E. Dwinell, Gen. Atty.")

(Page 1)

Whereas, heretofore and as of the First Day of April, A. D. 1931, an agreement was entered into between The Chicago, Rock Island and Pacific Railway Company, as First Party, and the Simonds-Shields-Lonsdale Grain Company, as Second Party, whereby the First Party leased to the Second Party a certain grain elevator and grain bins, located in Kansas City, Wyandotte County, Kansas; and

Whereas, further agreements were entered into between said parties under date of January 19th, A. D. 1932, and between Frank O. Lowden, James E. Gorman and Joseph

B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company and said Second Party, under dates of August 6th, 1937, and May 28th, 1938, for the purpose of modifying and amending said original lease dated April 1st, 1931; and

Whereas, on June 30th, 1939, said agreement, with the supplements thereto, were adopted by the said Trustees and Frank A. Theis, as First and Second Parties thereto; and

Whereas, since the adoption of the aforesaid agreements [fol. 3437] the interest of Frank A. Theis in and to said lease and the use of the property has passed to the Simonds-Shields-Theis Grain Co., a corporation under the laws of the State of Missouri;

Now, therefore, Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company, as Trustees and not as individuals, and said Simonds-Shields-Theis Grain Co. mutually adopt and agree to be bound by each and all of the terms, covenants and conditions of said agreement dated April 1st, 1931, with supplements thereto as above enumerated, in all respects as if said Trustees and said Simonds-Shields-Theis Grain Co. had originally entered into such agreements as First Parties and

(Page 2)

and Second Party respectively.

This agreement shall inure to the benefit of and be binding upon the successors and assigns of the said Trustees in the ownership of said leased properties.

In Witness Whereof, the parties hereto have executed this agreement this First day of July, A. D. 1939.

Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, By (Signed) J. B. Angell, Real Estate and Tax Commissioner for Trustes; Simonds-Shields-Theis Grain Co., By (Signed) F. A. Theis.

[fol. 3438] Attest: (Signed) M. Rosenburg, Secy.-Treas.

Attest: (Signed) M. Rosenburg, Secy.Treas.

Simonds-Shields-Theis Grain Co.
Kansas City, Mo.

Cable-Simshields

Frank A. Theis, Pres.; F. J. Fitzpatrick, Vice-President; F. L. Rosenbury, Secy.-Treas.; Fred C. Vincent, Chairman of the Board.

July 1, 1939.

First National Bank, Kansas City, Missouri

Gentlemen:

You have in your possession under your escrow receipt dated August 25, 1931, and approved by Simonds-Shields-Lonsdale Grain Company and the Chicago, Rock Island and Pacific Railway Company, a certain bill of sale to certain storage bins. By the terms of said escrow receipt you are to deliver said receipt to the said The Chicago, Rock Island and Pacific Railway Company upon presentation to the bank of receipts of the undersigned, its successors and assigns, showing payment in full of the sum of $274,968.52 with interest thereon. By agreement between Simonds-Shields-Lonsdale Grain Company and Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company, the [fol. 3439] said interest rate of 5% per annum was, effective August 1, 1937, reduced to 5%.

The right to receive further payments on account of said principal sum and interest was on June 30, 1935, transferred to and assigned to Frank A. Theis.

You are hereby notified that the right to receive further payments on account of said principal sum has been transferred and assigned by the undersigned Frank A. Theis to Simonds-Shields-Theis Grain Co., as of July 1, 1939.

Attached hereto find a bill of sale to said grain bins executed by the undersigned, dated July 1, 1939, to Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company.

You are hereby authorized to deliver the original and the new bills of sale to Frank O. Lowden, James E. Gorman and Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Company or their

successors and assigns in the ownership and operation of the properties of said Estate upon presentation of the receipts described in said contract of April 1, 1931, (changes in interest rate reflected) executed by Simonds-Shields-Lonsdale Grain Company or by either of the undersigned.

(Signed) Frank A. Theis (Frank A. Theis), Simonds-Shields-Theis Grain Co., (Signed) F. A. Theis, President.

(Right hand margin—"Form Approved: (Signed) B. E. Dwinnell, General Attorney").

[fol. 3440] Approved: Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of the Chicago, Rock Island and Pacific Railway Co.

Accepted: The First National Bank of Kansas City, By (Signed) Edward N. Cox, F. I. R., Authorized Officer.

By (Signed) J. B. Angell, Real Estate and Tax Commissioner for Trustees.

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Bill of Sale of Personal Property

Know All Men by These Presents, that in consideration of One Dollar ($1.00) and other good and valuable consideration, receipt of which is hereby acknowledged, Frank A. Theis and Simonds-Shields-Theis Grain Co., a corporation, do grant, sell, transfer and deliver unto Frank O. Lowden, James E. Gorman, Joseph B. Fleming, Trustees of the Estate of The Chicago, Rock Island and Pacific Railway Company, and their successors and assigns in the ownership and operation of the properties of said Estate, the following goods and chattels, viz:

Those certain grain storage bins now located, or to be located upon property of the second party, in the southwest quarter (SW¼) of Section Fifteen (15), Township Eleven (11) South, Range Twenty-five (25) East, Wyandotte County, Kansas, described as follows: Beginning at the intersection of the southerly right of way line of the Chicago, Rock Island and Pacific Railway Company with the [fol. 3441] west line of Seventh Street in the City of Kansas City, Kansas; thence westerly along the said southerly

right of way line one hundred twenty (120) feet, more or less, to a point; thence northerly in a straight line one hundred seventy-five (175) feet to a point ten (10) feet southerly from the center line of said Railway Company's most southerly yard track; thence easterly, parallel to and ten (10) feet southerly from said yard track a distance of one hundred forty-five (145) feet to the westerly line of said Seventh Street; thence southerly along the west line of said Seventh Street a distance of one hundred eighty-eight (188) feet, more or less, to the point of beginning.

To Have and To Hold, all and singular, said goods and chattels forever, and the said grantors hereby covenant with the grantees that they are the lawful owners of said goods and chattels; that they are free from all incumbrances; that they have good right to sell the same, as aforesaid, and that they will warrant and defend the same against the lawful claims and demands of all persons whomsoever.

In Witness Whereof, the said Frank A. Theis has executed this bill of sale and the said Simonds-Shields-Theis Grain Co. has caused this bill of sale to be signed on its behalf by its president, and has caused its common seal to be

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[fol. 3442] hereunto affixed and attested this first day of July, A. D. 1939.

(Signed) Frank A. Theis, Simonds-Shields-Theis Grain Company, By (Signed) F. A. Theis, President. (Corporate Seal.)

Attest: (Signed) F. L. Rosenbury, Secretary.

(In right hand margin "Approved: B. E. D.")

STATE OF MISSOURI,
Jackson County, ss.:

Be It Remembered, That on this first day of July, A. D. 1939, before me, the undersigned, a Notary Public in and for the County and State aforesaid, came Frank E. Theis, personally known to me to be such and personally known to me to be the same person who executed the within instrument of writing and the said Frank A. Theis duly acknowledged the execution of the same to be his own free act and deed.

In Testimony Whereof, I have hereunto set my hand and affixed my Notarial Seal, the day and year last above written.

(Signed) A. H. Fuhrman, Notary Public. (Notarial Seal.) Term expires 10-13-1940.

STATE OF MISSOURI,
Jackson County, ss.:

Be It Remembered, That on this first day of July, A. D. 1939, before me, the undersigned, a Notary Public in and [fol. 3443] for the County and State aforesaid, came F. A. Theis, President of the Simonds-Shields-Theis Grain Co., a corporation, and F. L. Rosenbury, Secretary of said corporation, who are personally known to me to be such officers, and who are personally known to me to be the same persons who executed, as such officers, the within instrument of writing on behalf of said corporation, and such persons duly acknowledge the execution of same to be the act and deed of said corporation, Simonds-Shields-Theis Grain Co.

In Testimony Whereof, I have hereunto set my hand and affixed my Notarial Seal, the day and year last above written.

(Signed) A. H. Fuhrman, Notary Public. (Notarial Seal.) Term Expires 10-13-1940.

(Here follows 1 photolithograph, side folio 3444.)

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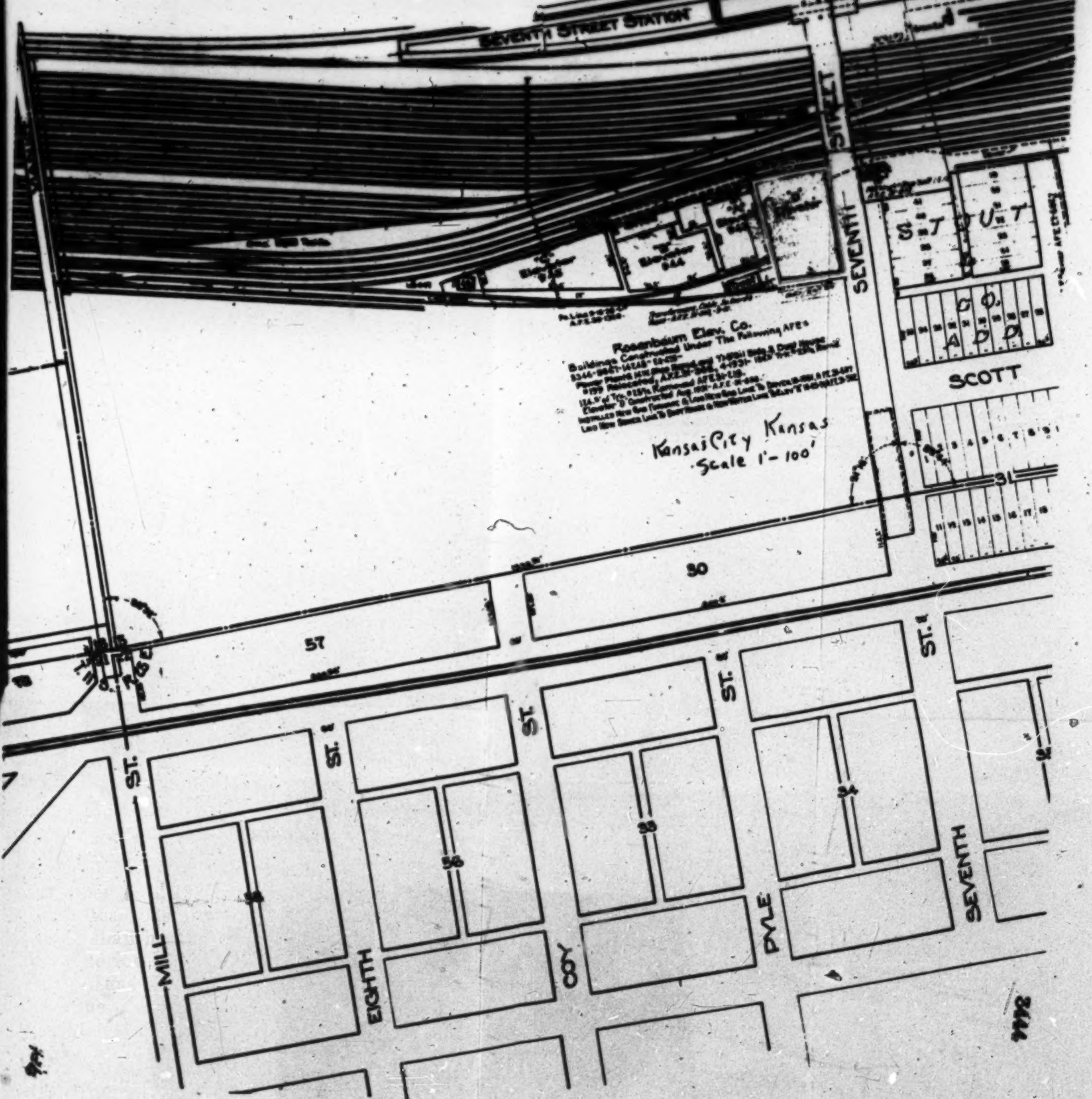
SEVENTH STREET STATION
SEVENTH STREET
Rosenbaum Elev. Co.
Kansas City Kansas
Scale 1"-100'
SCOTT
57
56
MILL
EIGHTH
ODY
PYLE
SEVENTH